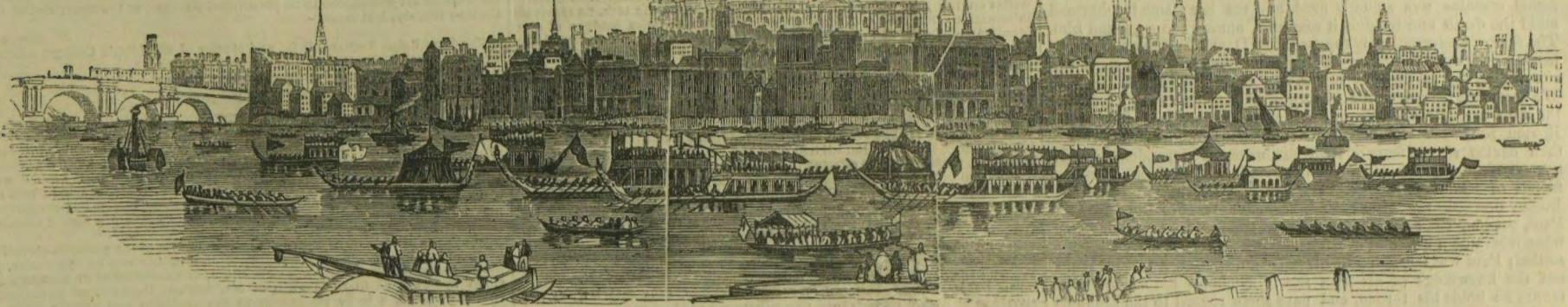


THE ILLUSTRATED LONDON NEWS.



No. 184.—VOL. VII.]

FOR THE WEEK ENDING SATURDAY, NOVEMBER 8, 1845.

[SIXPENCE.

CONSPIRACIES.

The anniversary of the Conspiracy of Guido Fawkes and his associates to "blow up King and Parliament," though no longer celebrated by the populace with that earnestness which marked the day for many generations, is still a prominent one in our annals. The deliverance of the Monarch from death, and the State from peril, is the subject of a Form of Service in our Church; and among the people the shadow of a memory still lingers, though it has degenerated into an absurdity and burlesque, a plea of boys for halfpence, and an excuse for the combustion of gunpowder in the form of squibs, crackers, and rockets—a more harmless mode of applying that dangerous material than was contemplated by those whose attempt still distinguishes the Fifth of November from the ordinary days of the year. It must have been a deep impression on the spirit of the Nation that has endured so long. The crime prevented was a gigantic one—almost the last instance in English History of that dark, cold, and calculating policy which arose in Italy, and which, looking at ends, not means, reckoned assassination as a convenient instrument of State-craft, used poison or the dagger without scruple,—fearing nothing but detection. The annals of Europe for many ages are crowded with such incidents, which, by the space given them by the narrators, were evidently considered as those most worth chronicling. The most terrible enemies of Kings and Princes were their own relatives, or those powerful Nobles who were able to dispute the possession of the Throne with its holder, or who could, like our Earl of Warwick—that "setter-up and puller-down of Kings"—give it to whom he pleased, by throwing his influence on either side during the contest. It was in such struggles as these, that death was the commencement or the end of the drama: the divinity that hedged a King, and made his name a "tower of strength," was a fatal gift, when the Monarch was not strong enough in hand or intellect to hold his own;—deposition was not enough; the "dim, discrowned head" was still that of the "Lord's Anointed;" around that name there would always rally those who had reason to be discontented with the ruler *de facto*, and many a King found how short was the step between the Throne and the grave. Bulwer, in his "Last of the Barons," paints our Richard the Third as an adept in the Italian school of State-craft,—intellectual, unscrupulous; as profound in the hypocrisy with which he could conceal his crimes as in the skill with which they were planned and executed, leaving no trace or evidence behind. "Men do not die," he says; "they only disappear!" Countless are the instances in which the maxim was exemplified. Of the murders of which Richard is accused, there is little proof or certainty of foul play: Henry the Sixth and the Royal Infants "disappeared;" common report has been repeated by our histories, and what has been still more influential, our drama; Bulwer has but amplified the Richard of Shakspeare's Chronicles (who, we need not say, is not the Richard of the "acting edition"), and re-produced the subtle intellect, the refined taste, the remorseless ambition, and, above all, the consummate dissimulation of the man who "could smile and murder while he smiled"—an accomplishment peculiarly Italian, a first necessity in a practitioner of that school of which Machiavelli was the expounder or the exposé, for the point is still a doubtful one.

This, down to a far later period, was the age of plots and conspiracies; the greater the power vested in the Monarch personally, the more he was considered "personally responsible;" and we shall generally find that the greater the influence the Sovereign exercised on the Government, the more the wearer of the crown became an object of attack if the policy of the day irritated or oppressed any influential part of the people. Elizabeth lived in continual dread of plots against her life, in some of which poison was to have been the agent—the old Italian method; the dreadful skill with which this instrument was used in that age, well accounts for the terrors of rulers. The history of the Borgia Family is perfectly frightful in its fertility of cases, in which the enemies of Alexander the Sixth and Caesar Borgia "disappeared," as well as those Cardinals whose wealth was coveted by those two monsters of iniquity. By a signal retribution, Alexander perished in consequence of drinking a cup of wine that he had drugged for another. During the reign of Charles the First, opposition to the Crown developed itself in the form of an assertion of principles, and resulted in a public contest, open hostilities, the trial of the King, and a public execution. Cromwell crushed open opposition, and silenced the voice of Parliament, which was the constitutional organ of popular complaint; and again—as when the powers of Parliament were destroyed by the Tudors—the holder of supreme power became the object of personal attack. The last years of Cromwell were clouded by dread of assassination and plots against

his life, real or pretended, though no attempt ever seems to have been made against it, and he died in his bed, like another and greater usurper—Napoleon.

Charles the Second was the last of the Stuarts who exercised an absolute power. He governed for many years without Parliaments, and was as false and ungrateful to those who served him, as cruel and vindictive to those who opposed him. The latter part of his reign, too, was marked by plots and conspiracies, most of which are now supposed to have been got up by the Government itself, for the purpose of entrapping individuals obnoxious for their opinions or patriotism. Some of the noblest blood of England was shed at this period; and the same policy has often been adopted since, both in France and Austria, and still more frequently in Spain. But with the reign of Charles the Second these kind of

plots against the life of the Sovereign may be said to disappear from our history. The Great Revolution of 1688 was accomplished by the Aristocracy almost *en masse* deserting the Crown, which did not find any support in the hour of trial from the people, and so fell in the person of James the Second, who was deposed and driven into exile, but permitted to live. The doctrine of right divine was then sorely shaken, and the Monarch became the chief magistrate of the state, not its possessor—a ruler in virtue of a compact with the people, which became void if its conditions were violated. Great and violent have often been the attacks on Governments since that period, but the enmity has long ceased to be of that individual kind that gave life to the plots and conspiracies of an earlier age. This is the great distinction between the result of popular discontent in a constitutional government and in



A-SHING AND A-YOW, AT THE CHINESE COLLECTION.—(SEE NEXT PAGE.)

an absolute monarchy. Under one system, men assassinate a ruler; under the other, they merely turn out a ministry.

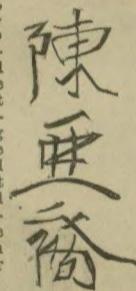
There is a bulwark around a constitutional sovereign, that at once limits his power, and lessens his responsibility, which formerly led to such terrible results. Where power is not limited, it still sits uneasily on its throne; proofs of this may be found in the many attempts that have been made on the life of Louis Philippe, and the suspicion that is betrayed by every arrangement when he goes into public. He is in himself a system, and peace and order are attacked by the violent and unprincipled, whose element is anarchy, in his person. How he has escaped so often is little less than miraculous; the attempt of Fieschi was as diabolical in its real execution as our Gunpowder plot was in intention. His infernal machine was actually fired, and the King stood unharmed amid the death and wounds it scattered among those around him. The fear of assassination is the sword of Damocles, that hangs suspended over every possessor of despotic power; he must daily excite feelings of revenge or terror, and both are evil counsellors. We can trace it most in the history of those rulers who have been the most absolute and the most cruel and capricious. The many Roman Emperors who perished by assassination generally owed their deaths to the fears of their favourites or dependents; those nearest their persons were the most exposed to their changing moods of favour or hatred. We can trace it in the history of Russia down to the latest period. The madness of the Emperor Paul, perilled the existence of every noble in his dominions, and when it became a question of life and death, the matter was quickly settled; Paul was strangled in his bedchamber, not, it is said, without the knowledge of his own son! Nicholas knows by what tenure he holds his throne, and pays some regard to the opinions of the old Aristocracy of Russia, the only kind of public opinion that exists in Russia. There is a limit in this direction beyond which he cannot go; Paul passed it and was lost.

The Gunpowder Plot was the last great and formidable attempt to throw the State into confusion by one great and sudden stroke. It was the scheme of a few men working in secrecy: great rebellions and revolts belong to another class of things. Yet it was discovered in time; it was crushed; it "lost the name of action;" and this makes it the more strange that the impression and memory of it should have survived so many events that had far more influence on the race of the Stuarts and the people themselves. The execution of Charles is all but forgotten; the Restoration is very faintly celebrated. With the expulsion of the Stuart line from the throne, England seems to have agreed by common consent to forget all belonging to them, and their unfortunate annals, as things with which, under a new dynasty, it had no more concern. But the name and anniversary of the "Gunpowder Plot" still sounds familiar to the multitude—still calls forth a sort of observance, now happily conducted in the spirit of amusement rather than the dark one of religious hatred which it once no doubt expressed. Is it because the "Commons of England" were destined by the desperate Guido to share the death of the King that the "Plot" acquired a far greater importance with the people than the subsequent decapitation of a "Royal Martyr," which affected a kingly head alone? Or is it on account of the bonfires and explosions that were made part of that celebration, it has become memorable to the boys of all generations, wholly indifferent to the considerations involved in it? When we have forgotten so many other great events, the lasting memory preserved of this, is one of the "Curiosities of History."

CHINESE YOUTHS.

A very interesting arrival has just taken place at the Chinese Collection, at Knightsbridge—viz. two Chinese youths, A-shing and A-yow. They landed at Liverpool, about eight months since, in the ship Ingleswood, the captain of which unfortunately died on the passage. It is believed to have been his intention to educate these boys in England, and eventually benefit himself by their negotiation with the Chinese. They had been, until lately, staying at Liverpool; when Mr. Langdon, the Lessee of the Chinese Exhibition, arranged for their residence in London for a short time. They are very intelligent, and well educated in their own tongue, and are respectably connected in Canton, being the sons of small merchants. They converse in English tolerably well. We annex their Autographs.

A-SHING.



A-YOW.

FOREIGN INTELLIGENCE.

PARISIANA.

(From our own Correspondent.)

PARIS, Wednesday.

The Chamber of Peers, that spot which grew out of the splendours of one family, and which for past centuries has been styled the Palace of the Medici, is undergoing what may be deemed a radical improvement. A horde of cabinet-makers—not political ones—but *al facto* cabinet-workers in mahogany, satin, and rose woods—assisted by artists-decorators, furniture-hangers *et cum multis aliis*, are frightening the senatorial edifice from its moral property. Seldom has such a stir been witnessed in the neighbourhood of the Luxembourg. By virtue of a Royal Order, the various offices, the library, and every hole and corner are to be restored to their pristine order. The frescoes are in course of repainting; long and splendid tapestries are in course of suspension; the old *fauteuils* of the conscript fathers which time had rendered shabby, are to be replaced by curule chairs covered with Russia leather and Spanish lace. These renewals speak for themselves. The Chamber of Deputies manifest a similar anxiety for improvement, and a determination to get rid of the old fashions—I presume from a strong sympathy with the upper house. Everything announces that the session of 1845 and 46 will be exceedingly animated, and truly affairs have never presented a more serious aspect—not even before the dynasty of July became fixed and settled. More than twenty-five projects of law, the remains of last year, are to be got rid of; an old project of law, as M. Dupin formerly observed, is ever a subject of deep embarrassment—what then must be an aggregate of twenty-five? The external affairs are becoming every day more tortuous, and are the themes of every salon.

The business of Tahiti, and La Plata, and Texas, not counting upon the stormy harangues relative to the late reverses in Algeria, will form pretty aliments for fiery debaters. So much gold and blood lost in the sands of Numidia, and no result either profitable or honourable! So many young men murdered in the very flower of their age—so much heroism expended to cast a poor lustre around the heavy brow of a mad General! These will form nice oratorical pickings for the *côte gauche*—there will be outpourings of bitterness, indignation, and grief. How many appeals from the Tribune will be launched in winged words! Will they not repeat the famous words of Tacitus—"Varus, give us back our legions?" And then there will be a fine sprinkling of monetary moralists, thundering forth their tirades against the Golden Calf of the Bourse, and the Iron King of the Railroad, whose influences have corrupted the very vitals of social order. To be sure, Parliamentary language may be covered with a thin coating of honey; but, like the exhibition of arsenic in sugar, the poison will not be less destructive. To add to these difficulties there is the uncertainty in which Maréchal Soult keeps the Minister, and you have but a very small section of the difficulties which beset the approaching 27th of December. The never-ending, still-beginning subject of the dotation—the multitudinous revisions of new Railways—and, more embarrassing than all these evils combined, is the coming General Elections. I really pity poor Monsieur Guizot and his colleagues, for I doubt that the wish exists to afford assistance; the Molé faction became evidently more powerful towards the close of last session, and the aristocratic chamber is evidently disgusted to find but two of their members in the Cabinet, while there are seven issues from the Palais Bourbon.

The death of M. Bosio has left vacant a professorship in "L'Ecole des Beaux-Arts." The body of professors, according to the accustomed usage, which is to vote by seniority, have chosen M. Petitot. The professors of sculpture are now MM. David, Pradier, Ramey, Nanteuil, and Petitot. Dumont, Durct, and Lemaire will take their turns if any vacancies occur before they have reached the age of sixty, for after that period they are no longer eligible. This is rather awkward; but, at that period of existence, repose rather than honours one would suppose most desirable. The model of the equestrian statue of the Emperor has been placed upon a scaffold raised in the centre of the square of the Rue Saint-Dominique: you are

aware that it is from the plan of M. Marochetti. Napoleon is represented as a Roman Emperor, the head surrounded with a wreath of laurels, and from his shoulders is suspended a mantle. The horse is in an attitude of repose. There is an air of severe classical feeling about the design, which certainly does not assist the everyday imaginations in which we have indulged, relative to the *petit caporal*—it rather reminds one of the ancient demi-gods of old Rome, and would not be out of place were it to overlook the Tiber: the *badauds* are quite indignant at the travesty, and bitterly complain of the absence of the buttoned up coat, and the small military hat of the deified Emperor.

FRANCE.

It appears from the Paris papers, received during the week, that the operations against Abd-el-Kader are prosecuted vigorously. The *Moniteur* publishes further despatches from General Lamoriciere, and the officers under his command, in the neighbourhood of Tlemcen. General Lamoriciere writes on the 24th ult. from Sidi-Bel-Abbes, that, on the 18th, he received information that Abd-el Kader, after having burned the bridges of the Mouilah and Tafna, had proceeded towards the south by the country of the Beni-Senous, spreading a report that he was moving to the east. Thinking this probable, the General marched towards Tlemcen, where he arrived on the 21st, and being there informed that Abd-el-Kader had pushed on as far as Tellont, he separated from General Cavaignac, and, on the 23rd, arrived at Oued Sarno. On the 24th, he reached Sidi-Bel-Abbes. "The Emir," says General Lamoriciere, "had not gone beyond Tellont, but his Kalifa, Bou-Hamed, had gone before him, and induced several fractions of tribes to emigrate." As Bou-Hamed had only one hundred cavalry with him, and could not, therefore, have effected this by force, the General concludes that it had been previously agreed upon by the chiefs. General Lamoriciere encloses a report from General De Bourjolly, giving an account of his march against Bou-Maza, after the appearance of that chief in the environs of Mostaganem. Bou-Maza, however, had moved away in time to avoid an attack. General De Bourjolly also gives an account of the conflict with Bou-Maza near Mostaganem, but we have detailed the main facts of this affair. The Arabs, before they retired, are said to have had at least forty killed; the French had twelve men killed and ten wounded.

The *Débats*, in commenting upon these despatches, says that it does not appear to be Abd-el Kader's intention to attempt the hopeless task of reconquering Algiers, or even to make a stand in the province of Oran, but to carry away with him into Morocco the greatest possible number of tribes, in order to form for himself a new state and new army. It says that there are large tracts of uncultivated land ready to receive them on the two banks of the Malonia, in the neighbourhood of Taza and the Rif mountains, and that it will very soon be necessary for the French troops to penetrate into that quarter.

Lieutenant Waghorn's successful express with the last India mail is viewed with much jealousy by some of the Paris papers. Some, unwilling to give him full credit for his achievement, urge that he had the start of the usual packet to Malta and Marseilles by above twenty-four hours, and that the weight of the despatches, &c., which he carried, must have been ten times less than what is brought by the ordinary conveyance. All, however, view the subject as a serious one, which is deserving the prompt attention of the Government. The *Débats* gives a sort of official intimation that the attention of the Government is already directed to the subject.

SPAIN.

The Madrid papers state that the Government had determined to assemble the Cortes on the 15th of December next. Orders had been already issued for the re-election of the deputies who have accepted the favours of Government.

Private letters from Barcelona of the 28th ult. state that the Captain-General Breton had on the previous day marched from the city at the head of a body of 2,000 infantry, a squadron of cavalry, and six pieces of light mountain artillery, in the direction of Vich and Olot, where the local authorities were either unable or unwilling to carry out the Government orders with respect to the levy of conscripts and the collection of the taxes. The city of Barcelona continued tranquil, although much excitement prevailed and considerable alarm, in consequence of the Captain-General having so considerably weakened the garrison of the place.

CHINA.

The papers brought by the last Overland Mail contain some important correspondence between some of the leading merchants of Hong-Kong and the Government, upon the subject of certain alleged grievances under which they labour, and the removal of which they urge upon the Government. We select, from a memorial addressed to Lord Stanley, the chief arguments adduced in favour of a modification of the present system. The memorialists say:—

"The period has at length arrived when, as owners of land and property at Hong Kong, we can no longer refrain from addressing ourselves direct to her Majesty's Government, in the confident hope that a plain statement of facts will induce her Majesty's advisers to sanction a material modification of the system which has hitherto been in operation, occasioning results alike injurious to the interests of the mercantile community and the real and essential interests of the settlement.

"It will scarcely be necessary for us, in the first place, to submit, that shortly after the Island was first ceded, or taken possession of, by her Majesty's Plenipotentiary in China, in the early part of 1841, a public sale of land was held, at which it was stipulated that the 'terms and tenure of all property would hereafter be defined by her Majesty's Government.'

"But, in a letter of her Majesty's Plenipotentiary, dated the 17th of June, 1841, a copy of which is hereto annexed, an expectation is held out that the lands would be granted in fee-simple, for one or two years' purchase, at the rates paid at the public sale; or that they should be charged only with a nominal quit-rent if that form of tenure continued to obtain.

"The suggestion on the part of her Majesty's Plenipotentiary originated in the well-known fact, that the very limited quantity of ground available for building purposes on the proposed site of the present town of Victoria was the occasion of great competition, and the eventual payment of a scale of rent which that officer naturally and truly apprehended would, if enforced, be detrimental to the progress and prosperity of the settlement.

"During the time which intervened between the occupation of the Island by her Majesty's Government in March, 1841, and the treaty of Nanking in June, 1843, a period of upwards of two years, the local Government of Hong-Kong used every endeavour, both by facilities temporarily offered to early occupants of land, and the threat of penalty of forfeiture of their purchases to all who did not commence building, to induce the British merchants to remove from Macao to the new settlement, and nothing was, up to that date, said or done to induce holders of land to apprehend either that the promises of her Majesty's Plenipotentiary would not be strictly fulfilled, or that they would be placed in a more unfavourable situation than parties similarly circumstanced in other British colonies.

"Large sums were consequently expended in the erection of dwellings and warehouses in the new town of Victoria, to an extent which would have rendered it injurious to all, and ruinous to many, to be compelled to abandon their property; and it was not until the early part of 1843 that it was notified, 'that her Majesty's Government did not see fit to recognise sales or grants of land that had been made by or under any authority whatsoever, up to the period of the exchange of the ratification of the treaty of Nanking.'

"But as her Majesty's Government must have been well aware that the colonists had acted with perfect reliance on the good faith and justice of their Government, this order was qualified.

"No redress has, however, been granted; and disregarding the future prosperity of the settlement, in the desire to raise a comparatively large temporary revenue, the local Government has persisted in forcing unusually hard conditions on the landholders, who had been led into a large expenditure of money, owing to their faith in the promises under which the land was originally sold (promises which were, at any rate, tacitly acknowledged by the Government, and not repudiated until after the lapse of three years); while at the same time it is no exaggeration to state, that had the existing regulations been promulgated before, instead of after, the outlay of their funds, not one British merchant would have been found willing to become a resident in the colony.

"The result of the system actually in operation for the last two years, commencing with the proceedings in land sales and leases, under the administration of the first Governor, and continued by the financial arrangements of his successor, is sufficiently exemplified in the present state of the Colony; for, owing to the heavy rents and unsatisfactory tenure of property, the continued arbitrary taxation and impediments to trade of all kinds, and the entire want of confidence, as well on the part of the foreign community in China, as of the Chinese themselves, as to the establishment of a better course of policy, there is, at this moment, after four years' occupation of the Island, scarcely one foreign resident, except Government officers and those British merchants and traders who commenced building before the enforcement of the leases; there are no Chinese merchants, or even shopkeepers, with any pretension to property; there is neither an import nor export trade of any kind; and, as will be seen by the public papers, even now, when many private dwellings are temporarily occupied by the civil and military officers of Government, pending the completion of the public buildings, several houses have been unoccupied for months past, and the value of all property is daily on the decrease.

"We trust, therefore, we shall not be deemed presumptuous in submitting to her Majesty's Government our urgent entreaty that they will be pleased to direct the abolition of the opium farm, auction duties, and other harassing taxation recently imposed, which have already had the effect of deterring many Chinese from settling in the place, and driving away several who were already established; and been, in fact, utterly destructive of our incipient trade. If this be not conceded, many of the European residents will also be compelled to quit a place totally without commerce, but more heavily taxed, in ground-rents alone, than any other part of China, and remove to those ports where the trade is actually carried on, abandoning properties on which many have expended their whole fortunes."

"We further venture to suggest that the system adopted in other colonies may reasonably be extended to this distant settlement; and that it is hoped Government will be pleased to authorise the formation of a municipal body, vested with the usual power of deciding on the appropriation of the moneys raised for local purposes."

CHURCH, UNIVERSITIES, &c.

OXFORD.

The following gentlemen were last night elected to Fellowships in All Souls:—
Frederick Bagot, B.A., Christ Church; Granville Robert Henry Somerset, B.A., Student of Christ Church; Henry B. Milner, B.A., Merton.

CAMBRIDGE.

Nov. 1.

At a Congregation just held, the following degrees were conferred:—
B.D.—Rev. James Hildyard, Trinity College.

M.A.—Henry Cope Caulfeild, Trinity College; Theophilus William Lane, Trinity College; Augustus William Cole, St. John's College; John Nottingham Fowler, Magdalene College; William Harker, St. Catherine's Hall.
Ad Eundem.—Jacob Fussell, M.A., Queen's College, Oxford.

TRINITY COLLEGE.—THORWALDSSEN'S STATUE OF BYRON.—This beautiful work of art was placed in its permanent position, at the upper end of the College Library, last week.

The Rev. Ralph Tatham, D.D., and Master of St. John's College, has this day been elected Vice-Chancellor for the ensuing year.

COUNTRY NEWS.

ELECTION FOR SOUTH WARWICKSHIRE.—The election for South Warwickshire, in the room of Sir John Mordaunt, deceased, took place on Wednesday, William Dickins, Esq., proposed Lord Brooke (the son of Lord Warwick), and the nomination was seconded by W. Holbeck, Esq. Lord Brooke was not present, but Mr. Dickins, on the part of the noble lord, said that he would go to Parliament as an independent member—pledged to no party—unfettered and independent. There being no opposition, the Sheriff declared Lord Brooke to be duly elected.

REPRESENTATION OF WORCESTER.—The rumour of the probable elevation of Sir Thomas Wilde, the Whig representative of the city of Worcester, to the House of Lords, is again in circulation, and a successor of similar principles is talked of in the person of Mr. Edward Holland, of Dumbleton, Gloucestershire, a large landowner in the southern and eastern parts of Worcestershire. Mr. Holland was formerly one of the members for the county of Worcester.

FUNERAL OF MR. BOTELER.—The remains of the lamented late W. F. Boteler, Esq., were interred in the family vault in Eastridge Church, on Friday (last week), on which occasion the shops were closed, and the Mayor and Corporation of Dean followed their late Recorder to the grave, as also did the gentry and tradesmen of that place. The body arrived at Eastridge early on Friday morning, from Leeds. The deceased gentleman's sons were chief mourners, and the burial service was read by the Rev. R. D. Backhouse. The church was crowded to excess. Mr. Boteler has left five surviving children, two sons and three daughters, all of whom are single, and residing at Brook-street House, Eastridge. The lamented gentleman's sons attended both services, as also did Captain Boteler and his lady. The church presented a sombre appearance; the pulpit, reading-desk, and communion-table being hung with black cloth.

LAMENTABLE COLLIERY EXPLOSION, AND LOSS OF NINE LIVES.—On Wednesday morning, the No. 3 coal-pit, belonging to Messrs. Turner and Evans, at Haydock, near Newton, Lancashire, caught fire, and a most tremendous explosion took place, which carried to a considerable distance the planks fastened at the mouth of the pit. These collieries are at work both night and day; the night-men had just returned from the pit, and the day-men in the act of descending, nineteen of whom had gone down, when the explosion occurred: some were actually hanging by the rope when it took place. As soon as safety would permit, their fellow-men went down to explore the full extent of the mischief, and nine dead bodies were found, amongst whom was that of a boy, who was so dreadfully mutilated that they were under the necessity of putting him in a sack in order to get him up. Ten men were got up alive, but all so seriously burnt, that not the least hopes are entertained of their recovery, except one. These most unfortunate men are nearly all married, and have left most of them large families.

SCOTLAND.

LORD JOHN RUSSELL AT EDINBURGH.

On Monday last, the Freedom of the City of Edinburgh was presented to Lord John Russell, the Town Council of the City having unanimously agreed to confer that honour upon his Lordship. The ceremony took place in the Music Hall. Prior to the hour fixed (one o'clock) the entire Hall, calculated to hold about 2,000 people, was crowded by an audience comprising most of the influential inhabitants of Edinburgh, not a few of whom were ladies. Among those present were the Earl of Minto, Sir Thomas Dick Lauder, Bart.; Sir James Gibson Craig, Bart.; Mr. William Gibson Craig, M.P.; Mr. Andrew Rutherford, M.P.; Mr. W. Murray, of Henderland; and Provost Trail. The Lord Provost, Magistrates, and Council were attired in their scarlet robes and other insignia of office. Lord John Russell, accompanied by Lord and Lady Minto, arrived exactly at one o'clock, and on ascending the platform beside the Town Council were greeted with tremendous applause.

The Lord Provost addressed some appropriate observations to Lord J. Russell in presenting the Freedom of the City to his Lordship. He said—To you, my Lord, who have already reached the most elevated height to which the subject of a free Government may aspire, this distinction can add nothing. It is, however, the highest mark of approbation we have to bestow; but, humble as it is, we trust it will not be without its value in your eyes, as being the symbol which conveys to your Lordship the sentiments of gratitude and esteem with which you and your family are regarded by the capital of Scotland. In you, my Lord, we recognise the worthy son of a race of patriots who have defended and watched over and fostered the glorious plant of British liberty, and watered it with their blood. (Great applause.) In you we have discerned the high-toned principles of honour and virtue. From your earliest career we have been delighted to observe your aspirations after the welfare of your native land, and the constancy with which you have devoted your great talents and untiring energies to diffuse light, and liberty, and happiness, not only among your countrymen, but through the whole family of man. (Loud cheers.)

Lord John Russell, on rising to return thanks, was received very enthusiastically. After expressing his thanks for the favour, the Noble Lord said, that, whatever might be the acquirements he had made in early life, he owed a great part of them to the education which he received at the University of Edinburgh. Lord John Russell proceeded to say:—

"I have been engaged the greater part of my life in the occupations and struggles of political warfare and political debate. (Loud cheers.) I trust that in the midst of that warfare I have not failed to do justice to my opponents. I trust that, engaged in a party, it has been my object to promote the welfare of my fellow-countrymen of all creeds and persuasions. With me, the colour of the Negro was no objection to his receiving the rights of a free citizen; nor could I think that a difference of religious persuasion ought, either on the one hand, to deprive men of those political honours and that political power to which they might justly aspire, nor, on the other hand, to deprive them, while so struggling, of the regard and sympathy of those who, differing with them in religion, might still regard their conscientious

THE RAILWAY PROGRESS.

NOTTINGHAM AND BOSTON RAILWAY.—This Company has amalgamated with “the Nottingham, Erewash Valley, Ambergate, and Manchester Railway;” and “the Nottingham, Vale of Belvoir, and Grantham Railway.” The amalgamated Company is called “The Ambergate, Nottingham and Boston, and Eastern Junction Railway.” The Directors have also completed their arrangements with the Midland Railway Company; and Mr. George Hudson, M.P., the Chairman, and Mr. John Ellis, the Deputy Chairman, have joined the direction of this Company, and will give it their zealous and powerful support. Almost every influential landowner has given his adhesion to this line; and the following noblemen and gentlemen have consented to give it their interest:—The Dukes of St. Albans, Devonshire, Rutland, and Newcastle; the Marquis of Bristol; Earls Brownlow, Chesterfield, Harrowby, and Fortescue; Viscount Melbourne; Lords Carrington and Midleton; Viscounts Ebrington, Sandon, and Alford; Lords Willoughby de Broke, and Willoughby de Eresby; Sirs John C. Thordold, Gilbert Heathcote, Bart.; J. G. Heathcote, Esq., M.P.; Christopher Turner, Esq.; M.P.; C. R. Colville, Esq., M.P., &c. The Directors feel assured that, having thus secured this influential support, and effected an alliance with the Midland Railway Company, the Manchester, Burton, Matlock, and Midland Junction Railway Company, the Lynn and Dereham and the Lynn and Ely Railway Companies, they have identified their interest with the several Companies with which this undertaking comes into immediate connection; and that they have, consequently, placed the Company in a position most conducive to present success, and to lay the foundation of those advantages to the public and the shareholders which the railway was designed to confer. The surveys and plans are nearly completed, and will be ready to be deposited at an early period, in compliance with the standing orders of Parliament.

THE YORK AND NORTH MIDLAND.—The York and North Midland, of which Mr. Hudson is chairman, have just issued a manifesto, to the effect that they have determined upon the route of the various branch lines for which they intend to apply to Parliament in the next session, by means of which ample accommodation, both to the north and south, will be given to all the principal places in the East Riding; that the surveys are on the point of completion; and that arrangements have been made with the Manchester and Leeds, which will secure the friendly support of that body. The capital necessary for the formation of these lines is to be raised by the issue of new shares, scrip for which and for other purposes will shortly be issued, and will be divided among the holders of shares in the York and North Midland.

BODMIN AND WADEBRIDGE.—This line has just been purchased by the Cornwall and Devon Central Company, and is intended to form a branch from their trunk to Padstow, for the purpose of opening a communication with Cork, and bringing that city within twenty hours of London. The purchase money is said to be £36,000.

DURHAM AND SUNDERLAND.—A special general meeting of the shareholders of this Company was held at the Exchange, Sunderland, on Monday. Christopher Bramwell, Esq., of Hendon House, occupied the chair. After considerable discussion, it was agreed to sell the railway, with all its branches, &c., together with the liabilities, amounting to upwards of one hundred thousand pounds, to the Newcastle and Darlington Railway Company, for the sum of £31 10s. per share.

ASHFORD AND CANTERBURY.—The first engine traversed the branch Railway from Ashford to Godmersham on Tuesday. Some of the directors and officers of the company were upon it, and went to inspect the works.

LONDON AND YORK.—The directors of this company have issued a notice to the shareholders, in which they state that, having ascertained the extent of their liabilities consequent upon the contest of last session, they have found that although the expenses have been great, ample funds remain from the original deposit of £2 10s. per share to meet any possible cost in the ensuing session, and that it will therefore be unnecessary to make any further call upon the shareholders. The Bill for the Wakefield branch, which, for want of time, was not heard last session, is to be renewed, and this branch is to be extended from Wakefield into the town of Leeds. Additional extensions are to be proposed from Stamford direct to Spalding; from Hatfield, through St. Albans, to Luton and Dunstable, and to Hertford. The cost of the Wakefield and other branch lines is to be provided for by means of 40,000 scrip extension shares of £25 each.

LONDON AND BRIGHTON.—A meeting of this company took place on Thursday at the London-bridge Station. The meeting was called for the purpose of considering the propriety of amalgamating the Croydon and Brighton Companies. After a great many questions had been asked by proprietors, and answered by the chairman, a resolution authorising the amalgamation of the two companies was agreed to unanimously. The £50 shares of the Brighton Company were to rank as of the value of £50 in the joint capital; and the holders of £20 shares in the Croydon Company were to be registered as holders of £18 10s. in the joint stock of the two companies.

DISPOSAL OF FARRINGDON MARKET.—On Wednesday a most numerously signed petition from the merchants, bankers, wholesale and retail dealers, and others of the City of London, was presented at a meeting of the Common Council, in favour of the disposal of Farringdon Market to a Railway company for a Railway terminus. The reception of the petition was vigorously supported by Mr. W. Jones, Mr. Williams, and others, who contended against the creation of a monopoly by selling the land to one company who would not allow rival lines the use of it. After a stormy discussion, the petition was, on the motion of Mr. Wire, referred to the Improvements Committee.

THE RESPONSIBILITIES OF RAILWAY DIRECTORS.—The 30th of November rapidly approaches, by which time the mist which has for a considerable period hung over many projects, will be dispelled, when the chaff will be separated from the wheat, and the really sound undertakings distinguished from those having little more than an existence upon paper. From the present demand for Railway engineers, and the increased remuneration expected by them, the cost of preparing the necessary plans, books of reference, &c., cannot be estimated at a less cost than £200 per mile, so that on or before the 30th of November, the actual expenses incurred upon a line to cost £10,000 per mile, would exceed, on a capital of £5 per cent., 40 per cent. of the deposits. It would, therefore, be very desirable that the directors of Railways would seriously consider, before they determine to incur expenses where little chance exists of the necessary Parliamentary preliminary being completed.

THE COURT OF COMMON COUNCIL AND THE RAILWAYS.—In the Court of Common Council on Wednesday, Mr. Lott moved a resolution to the effect that no member of the Court who is a shareholder in, or director of, or solicitor, engineer, or architect of any railway company, shall be eligible to act on any committee, or to vote in that Court when any matter affecting such railway shall be under consideration. Alderman Sidney objected to such a resolution as a reflection on the integrity of the Court. Mr. R. L. Jones took a similar view of the resolution, which was, however, supported by Alderman Wilson. An adjournment was, however, proposed, and carried.

ABANDONMENT OF RAILWAYS.—Amongst the Railway Companies which have notified the absolute or temporary abandonment of their undertakings are the following:—Direct London and Manchester, *vía* Bedford, Railway Company; the Stourbridge, Dudley, and Birmingham Railway Company; the Salisbury and Dorsetshire Railway Company; and the Torquay and Newton Abbot Railway Company.

NEW RAILWAYS.

STAFFORDSHIRE AND NORTH MIDLAND JUNCTION.—A line, forty miles long, from the Grand Junction Railway, at Stafford, to the general terminus at Ambergate. The capital is £700,000, in £20 shares. Mr. Locke is the engineer-in-chief, and Mr. Stourges Meekes resident engineer.

NORTH WESTERN TRUNK.—A line from Crewe to Gloucester, *vía* Market Drayton, Worcester, and Tewkesbury. Capital, £1,250,000, in £20 shares. Mr. S. Clegg is engineer-in-chief, and Mr. Francis Briscoe, acting engineer.

GREATER NORTHERN AND SOUTHERN DIRECT FROM HUDDERSFIELD TO DERBY.—A line fifty-seven miles in length. The capital is £1,500,000, in £20 shares. Mr. Charles Blunt is engineer.

CENTRAL SCOTTISH AND IRISH JUNCTION.—A line to join the Caledonian and British and Irish Union Railways. The capital is £1,500,000, in £20 shares. Mr. George Gunn, of Edinburgh, is engineer.

LOCHRYAN HARBOUR AND STRANRAER GENERAL TERMINUS.—A line to connect the harbour of Stranraer, in Lochryan, by railway with Glasgow, Edinburgh, and the mining and manufacturing districts of the West of Scotland, on the one side, and with London, and more directly with Dumfries and the manufacturing districts of the North of England on the other. The capital, £50,000, in 5000 shares of £10 each. Mr. John Miller is the engineer.

NORTH CORNWALL.—A design to connect the port of Padstow, the slate quarries of Delabole, the towns of Camelot and Boscastle, and the north of Cornwall, with Plymouth, Exeter, and Falmouth, by a railway commencing at Launceston, and running by Boscastle, terminating at the sand beach at Rock, in Padstow harbour. Length, exclusive of short branches, twenty miles. Capital, £300,000, in 12,000 shares of £25 each. Mr. William Daniel is the engineer.

CANTERBURY AND HERNE BAY.—A line between the above places. Capital £150,000, in 10,000 shares of £15 each. Mr. Henry Toll and Mr. Andrew Smith are the joint engineers.

NEWCASTLE-UPON-TYNE, EDINBURGH, AND (DIRECT) GLASGOW JUNCTION.—A line in connection with the Edinburgh and Hawick and Caledonian Railways. It runs from Newcastle, *vía* Coxedge and Woodburn, across the border and on to Hawick. The capital is £1,500,000, in £20 shares. Messrs. J. and B. Green are the engineers.

DARTMOUTH AND PLYMOUTH.—This line, it is said in the preliminary announcement, “will commence at Dartmouth, and passing near or through Dittisham, Cornworthy, Stockfleming, Blacksway, Stratton, Stokenham, Chiltington, Frogmore, Charlton, Dodbrooke, Kingbridge, Salcombe, Aveton, Gifford, Modbury, Yalmon, and Plympton, will proceed to Plymouth.” The capital is £500,000, in £20 shares.

BIRMINGHAM AND ABERYSTWYTH DIRECT.—This is a line from the junction of the Welsh Midland and Stour Valley Railways, *vía* Ludlow, to join various lines projected in Wales. The capital is £125,000, in £20 shares. Lord Dunbeyne heads the provisional committee. Engineer not named.

ROCHDALE, HEYWOOD, AND MANCHESTER.—A line on the atmospheric principle, the engineer being Mr. Joseph Samuda. The capital is £200,000, in £20 shares.

OFFICIAL NOTICES.—The *London Gazette* of Saturday contains notices that application will be made to Parliament, in the ensuing session, for leave to introduce bills to authorise the construction of the following railways:—

Aylesbury Branch—to authorise a sale to the London and Birmingham. Blackburn and Preston—to amend and enlarge. Glasgow, Dumfries, and Carlisle Junction. Great Grimsby and Sheffield Junction Amendment. Lancashire, Cheshire, and Staffordshire Junction. Lancaster and Carlisle Extension—London and Birmingham—Dunstable Branch Extension. London and Birmingham—Northampton and Birmingham and Gloucester Junction. London and Birmingham—Rugby and Syston and Peterborough Branch of the Midland. London and Birmingham—Wolverhampton and Bedford Junction. London and Ely Extension. London, Hounslow, and Western. Mitcham and South-western. Windsor, Slough, and Staines Atmospheric.

Second Applications.

Direct London and Portsmouth.

London and York.

Sherfield and Lincolnshire Junction.

The *Gazette* of Tuesday night contains notices of intended applications to Parliament next session, for Bills for the following lines:—

Chelmsford and Bury. Various Junctions with the Bristol and Exeter Railway.

The Gravesend and Rochester Railway—widening and extending the same.

Junctions with the Brighton and Chichester Railway.

Junction with the London and Brighton Railway, near the Croydon station.

Eastern Counties Junction and Southend Railway.

Junctions with the Midland Railway.

Boston, Grantham, Leicester, and Midland Counties Junction Railway.

Nottingham and Gainsborough Railway.

Junction with the Chester and Birkenhead Railway.

Junction with the Grand Junction Railway.

Norfolk Railway Extensions.

Junction with the Brighton, Lewes, and Hastings Railway.

FOREIGN RAILWAYS.

EXPERIMENTAL TRIP ON THE ORLEANS AND TOURS RAILROAD.—The *Journal des Chemins de Fer* gives a detailed account of the experimental trip on the Orleans and Tours Railroad on Thursday week. The rails are admirably laid. The first was put down June 12, and already the first line is complete, and the second laid to half its distance, and the graveling is almost entirely finished. During its whole length, the line is very nearly straight as an arrow, the curves being very rare. The engines and carriages are nearly complete. Six locomotives, belonging to Messrs. Mackenzie and Brassy, are already on the line. Twenty-three will be delivered to the Company in the course of the current year, and the entire number of thirty by the end of May next. On the section from Amboise to Tours all the workmen are French, with whom the contractors are perfectly satisfied. On that from Amboise to Orleans one-sixth are English. The works on the line are most advanced at the two extremities. The opening of the whole length might be made very shortly, but the Directors have decided that it shall not take place until the 1st January next.

RAILWAYS IN ITALY.—After much hesitation, the greater part of the Italian States, with the exception of the States of the Church, are actively engaged with the construction of railways. Two sections—that of Milan to Menza, and that from Venice to Padua—have been now opened for some years, and the traffic is daily increasing. The Railway from Leghorn to Pisa, which was opened on the 14th of March, 1844, carried during the remainder of that year—that is, in nine months and a half—466,716 passengers. In the Kingdom of the Two Sicilies, the line from Naples to Castellamare and Norera carried—during the months of September, October, and November, 1844, alone—327,992 passengers. In the same period, the line from Naples to Capua carried 225,709 passengers. In February last the King of Sardinia ordered a Railway to be constructed from Genoa to Turin, passing through Novi, Alexandria, and the valley of the Tanaro, with branches to the Lomellina Navarro, Loco Magiore, and crossing the Po at Valencia. In Tuscany a survey has been made under the authority of the Government of three new lines of Railway. The Ferdinand Railway, in the Lombardo-Venetian Kingdom, is much advanced throughout the whole length of the line, and the principal part of the works of art, bridges, viaducts, tunnels, and stations are completed, or nearly so.

COMPETING FRENCH LINES FOR 1845.—The *Journal des Chemins de Fer* gives a list of the names of all the companies competing with the French lines to be adjudicated this year. The numbers are as follow.—For the Tours and Nantes there are 9 companies; for the Paris and Strasbourg, 11; for the Creil and St. Quentin, 9; for the Paris and Lyons, 19; and for the Lyons and Avignon line, 9. Adding to this list, says the journal, two anonymous companies at the Boulevard Poissonniere, No. 14, we shall have in round numbers 50 companies competing for five lines.

IRELAND.

THE POTATO DISEASE AND THE REPEAL FUND.

At a meeting of the artisans of Dublin, held on Saturday last, upon the subject of the disease among the potatoes, rather a curious scene took place, in consequence of an unpalatable suggestion from Admiral Oliver. That gentleman said, the meeting had heard a suggestion made in reference to the Woods and Forests; but, as the fund was not within their reach, he begged to move that the Repeal Fund should be converted to the use of the poor. (Order, shame.) They might call him to order, and hiss him as much as they pleased; but he would make the proposition. (Cries of Shame.)

Mr. O'Connell: Perhaps the Admiral would inform the meeting how much he has subscribed to that fund, that entitles him to a voice in its appropriation. (Cheers.)

Admiral Oliver (amidst much confusion): I say, and I repeat it, my Lord Mayor, that that fund—(Cries of Order, order, and Turn out the Firebrand.)

Mr. P. Costello: My Lord Mayor, I request that the speaker be called to order (Hear, hear.) Upon occasions of this kind, when our best sympathies should be called forth in behalf of our destitute fellow-countrymen—when all our exertions and all our sentiments should tend to the one point of common humanity—it is unbecoming in any one, and more particularly in a person of his years, to come forward and obtrude a political question. (Cheers.)

Admiral Oliver: What I wish to state, my Lord Mayor, is—(Cries of Sit down—you can't state anything.)

Lord Mayor: I am under the necessity of calling you to order, sir. You have transgressed the rule which ought to bind such a meeting as this, and disturbed the—

Admiral Oliver (interrupting his lordship): I thought I was addressing an assembly where the sentiments of every individual would be allowed free and full expression.

Mr. Costello: Certainly; but not when such sentiments come tainted with political virulence. (Cheers.)

Admiral Oliver: Am I to go on, or not? Will I be allowed to proceed? (No, no.) My Lord Mayor: I suppose—(Loud cries of, Turn him out.)

Lord Mayor: It is out of the question, sir; I cannot hear further observations from you. This is a meeting convened for charitable purposes; its object is to guard against an anticipated public calamity, and the introduction of matter calculated to interfere with the happy union of parties which has taken place, and to turn them aside from the pursuit of such a benevolent plan, cannot be too highly censured. (Cheers.)

Admiral Oliver: I am an unwelcome guest—(Indeed you are)—so I will retire as soon as I can. (Hear, hear.) Make a lane for me, and I will be off in a jiffy. (Laughter and hisses.) Oh, you may cut my head off if you like, as well as groan me; I have not much longer to live; I will give no more broadsides. (Laughter.) The Admiral retreated amidst much merriment. The rent for the week was announced to be £355 10s.

THE REPEAL RENT.—At the meeting of the Repeal Association on Monday last, Mr. Clements moved the following resolution:—“That the Loyal National Repeal Association deemed it a paramount duty, at that moment, to call upon the people of Ireland to sustain, with all their energies, the collection of the O'Connell Compensation Fund, fixed for Sunday, the 16th instant. All members of this Association, all lovers of the legislative independence of Ireland, are expected to unite in a combined exertion with the respected and patriotic clergy. Let the wrongs, the sufferings, and the triumphs of the past year, serve to animate to additional efforts on the occasion.” Alderman Hackett seconded the resolution, which was passed.

The rent for the week was announced to be £355 10s.

ANOTHER MURDER IN TIPPERARY.—The *Tipperary Vindicator* records another horrible and wanton murder in that county. Mr. Patrick Clarke, of South Hill, within half-a-mile of Nenagh, whilst walking about his lands, at the above place, was shot dead last Saturday, between two and three o'clock in the afternoon. Mr. Clarke held considerable property at Portarlington, and had a mansion in Mountjoy square, Dublin. Two balls were driven through his skin, and he expired immediately. Two men were seen crossing the country immediately after the murder; but the perpetrators of this fresh deed of blood remain undiscovered. Mr. Clarke was about fifty-five years of age, brother of Charles Clarke, Esq., J.P., Holycross, and was partner and father-in-law of John Vincent, Esq., of Leeson-street, Dublin. Some supposed offence connected with land is presumed to have provoked the arm of Ribbon vengeance in this, as well as numerous other alike unhappy cases.—An inquest has since been held upon the body of Mr. Clarke, and the Jury returned a verdict, in accordance with the evidence, of Wilful Murder against some person or persons unknown. Upon stripping the body after the inquest, it was discovered that the ill-fated gentleman had been wounded also in the abdomen and in the thigh, so that the two associates in guilt were determined to shave his blood between them, and equally participate in his murder.

ATTEMPTED MURDER.—As W. J. Barton, Esq., of Clonely, was returning from Counselor Barton's, at Kesh, where he dined on Friday (last week), when within half-a-mile of his own house, about half past nine o'clock in the evening, he was fired at, and dangerously wounded in the breast. The doctor reports that Mr. Barton is going on favourably, but very feverish.

EVERY BODY'S COLUMN.

EVENING MELODIES.—NO. XVI.

A FATHER'S LAST WORDS.

My noble boy, stand near!
They say thy sire is dying, and he knows
They say the truth, yet feels nor pain, nor fear;
Only he would his darling child should hear
His last charge ere he goes.

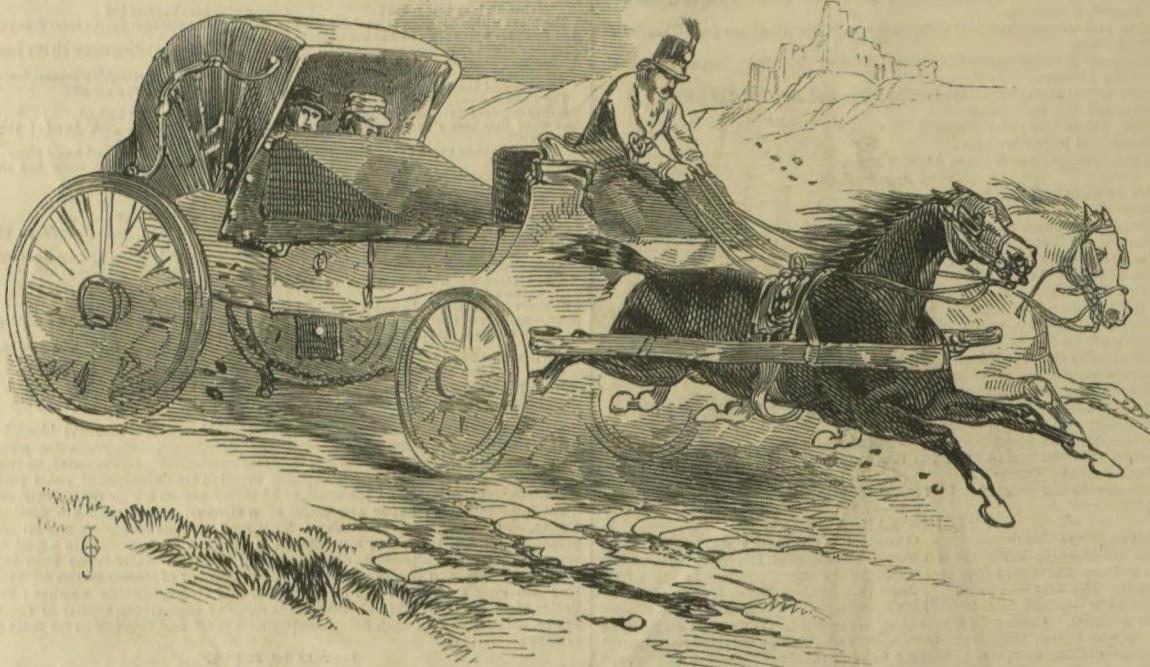
His breath is almost spent;
The blood within his veins is waxing chill;
And these his words shall be like music sent
At eventide from some lone instrument,
Whose voice must soon be still.

A thousand hopes allure
Thy footstep, boy, and some are falsely fair;
But God will send thee holy thoughts and pure,
And when they spring within thine heart,
Then thou keep'st them there!

It is not mine to know
What times such thoughts thy youthful
mind will fill;
But by God's dealings with his sons below,
I charge thee keep a constant watch, for oh!
I know that comes they will!

If thou dost stand at night
Where Heaven's whole host has on the
mountains smil'd,
And givest to thy soul a love more bright,
More boundless

LIEUTENANT WAGHORN'S RACE WITH THE BOMBAY MAIL, FROM ALEXANDRIA TO LONDON.



LIEUTENANT WAGHORN'S TRAVELLING CARRIAGE.

Lieutenant Waghorn has just succeeded in bringing the India Mail for the *Times* journal, from Alexandria, *via* Trieste; and has thus anticipated the regular Overland Mail, and proved the superiority of the communication through Germany over that across France. The enterprise is, altogether, of so interesting a character, independent of its importance in our communication with India, that we have illustrated the principal points of the journey; and have received from the indefatigable *chef* the following details:—

It appears that the Hon. East India Company's steamer *Semiramis*, with the Bombay Mails of October 1, arrived at Suez, on the 19th, 11h. 45m. A.M. Here Lieutenant Waghorn's agent was in waiting to receive the Express from the steamer, the Captain of which had been directed to deliver the same by the Bombay Government, so that all delay at the Suez post-office might be avoided. In like manner, the Express passed on to Cairo, carried by Couriers on horseback, 84 miles across the Desert; there being a change of horses at each of the eight stations, and the distance being accomplished in eight hours. From Cairo, it passed in *The Little Nile* steamer (built by Ditchburn and Mare, and fitted with Penn's engines, for Lieutenant Waghorn, about five years since), to the Canal of Alexandria, in nine hours. From the end of the Canal, it was dispatched to Alexandria by couriers, in four hours and three-quarters, to Lieutenant Waghorn, who was lying off that port, in the Austrian *Imperatore*; the time in the transit from steamer to steamer being twenty-one hours and three-quarters.

Lieutenant Waghorn then proceeded, in the *Imperatore*, to Dwino, near Trieste, in six days thirteen hours, having a most stormy passage, by adverse winds and weather. This distance has, however, been accomplished by the Pasha's steamer, *Nile*, in five days. Dwino, we should add, is fourteen miles nearer to London than Trieste, and is better adapted for expresses and mails than the latter place, as it avoids the mountain, at the foot of which Trieste is situated.

The following is the summary of the route from Dwino to London:—

	H. M.
Dwino to Innspruck	27 30 Post.
Innspruck to Ulm	18 30 Do.
Ulm to Bruschall	12 0 Do.
Bruschall to Manheim	2 30 Rail.
Manheim to Bingen	7 0 Steamer.
At the last-named place, a thick fog came on, and the steamer ran foul of a large vessel; after getting clear, Lieutenant Waghorn landed, and posted to Cologne	
Cologne to Ostend	13 0 Post.
Ostend to Dover	11 0 Rail.
Dover to London	5 45 Herne Steamer.
	2 30 Rail—Special Train.
	99 45

Lieutenant Waghorn arrived at the *Times* office on the morning of the 31st ult., at half-past four o'clock. Meanwhile, the *Iberia*, with the Bombay Mail, did not start from Alexandria to Marseilles till forty-eight hours later than Mr. Waghorn, viz., on the morning of the 22nd. An express by this Mail was received at the *Times* office at eleven o'clock on Sunday night last. "The result, therefore, of the grand race lately pending would seem to be, that the route *via* Trieste is the shorter of the two by rather more than fourteen hours, that being the time which remains after deducting the forty-eight hours' start which Mr. Waghorn had over the *Iberia*."

Mr. Waghorn considers the Pass of the Brenner far easier to cross than either Mount Cenis or the Simplon—the great Passes of the Alps between France and Italy. The Governor of Innspruck, likewise, has it always in his power to order a sufficient quantity of men to keep the Passes of the Tyrol clear.

The weather altogether was unfavourable for Mr. Waghorn's enterprise. On nearing Dwino, the night was so dark, that fireworks were sent off from the Castle and lights suspended on shore, to guide the traveller. Before reaching Dover, too, Mr. Waghorn fired rockets as signals; and so densely foggy was the weather, that the answering signals from shore could not be perceived till they had attained an extraordinary height.

The Times, in glancing at Lieut. Waghorn's success, observes that "it must be gratifying to all admirers of enterprise. Even supposing France to be the more natural route, it is obvious that untoward circumstances might arise which would at once cut off our Overland Communication with India, unless the practicability of as speedy a transit through Germany were demonstrated. A spirit less bold or indefatigable would have been content with being the first to discover one Overland route; it is the singular fortune, if it be fair to apply the term in such a case, of Lieut. Waghorn to have shown the feasibility of two. * * * As to the courage and capacity which Lieut. Waghorn has displayed, there can only be one opinion. He has a claim on the gratitude of all who are interested in India; and we only hope that the thousands who have been benefited by his persevering labour, will not forget that a testimonial is now being set on foot in acknowledgement of his eminent services."

We should add that Lieutenant Waghorn's journey has, throughout, been accomplished under peculiar disadvantages. First, the *Semiramis* steamer was nineteen instead of seventeen days between Bombay and Suez; thus, a loss of two days to the Express. Again: the common passage between Alexandria and Trieste is five days, whereas the Express occupied six and a half days; thus, three and a half days have been lost upon the sea-passage: and the Express should have



LIEUTENANT WAGHORN.

reached London in twenty-six days, instead of twenty-nine and a half days. Lieutenant Waghorn is of opinion that he shall soon be enabled to complete the journey between Bombay and London in twenty-five days; and, with less than two years' experience, despatches will be in London on the twenty-first day from Bombay.

Lieutenant Waghorn, in a letter to the *Times*, thus records an extraordinary instance of Austrian alacrity and attention. "His Excellency the Governor of Trieste, Count Stadion, Chevalier de Bruck, the head of the Austrian Lloyd's Company, and all the *elite* of the merchants, &c., of Trieste, were waiting for me at Dwino, though at the hour of half-past twelve at night, and one of the darkest I ever experienced: we were guided only to Dwino by the rockets sent up by them. My passport was given by order of the Emperor of Austria, and countersigned at Vienna by the representatives of Belgium, Prussia, Baden, and Bavaria, countries through which I passed; indeed, I was not asked a question throughout the journey."

COURT AND HAUT TON.

WINDSOR, THURSDAY EVENING.—(From our own Correspondent.)—In the event of a continuance of the present fine autumnal weather, her Majesty and the Prince Consort, accompanied by the Infant Royal Family, are expected to proceed to Osborne House about the 20th or 21st inst., where the Court will probably remain for about a fortnight or three weeks. Her Majesty and Prince Albert walked this morning in the Slopes and private plantations. The Royal Family have been taken out for their usual walking and equestrian exercise. Prince Albert rode out on horseback, at noon, attended by Lieut. Colonel Wyld; and this afternoon his Royal Highness drove her Majesty for an airing, in the Great Park, in a pony phaeton and pair. Lord Charles Wellesley and Colonel Wyld, the equerries in waiting, were in attendance. Her Royal Highness the Duchess of Kent took a carriage airing, this morning, attended by Lady Anna Maria Dawson.

RETURN OF THE DUKE OF CAMBRIDGE.—His Royal Highness the Duke of Cambridge, attended by Baron Knesebeck, arrived in town on Monday, from the Continent. On arriving at the Bricklayers' Arms terminus, his Royal Highness was received by Prince George, who accompanied the Royal Duke to Cambridge House. The Duke of Cambridge visited her Royal Highness the Duchess of Gloucester after his arrival.

HEALTH OF SIR ROBERT PEEL.—Sir Robert Peel, who, as we stated last week, has been suffering from gout, is much better. The right hon. baronet is sufficiently recovered to leave his room.

ARISTOCRATIC MARRIAGE.—On Thursday morning, at St. George's, Hanover square, the Hon. James Lindsay, M.P., second son of the Earl of Balcarres, was married to the Lady Sarah Elizabeth Savile, only daughter of the Earl of Mexborough. After the breakfast given on the occasion by the Earl of Mexborough in Dover-street, Mr. and Lady Sarah Lindsay took their departure for East Hampstead Park, near Bracknell, the seat of the Marquis of Downshire.

THE HON. CAPTAIN LEICESTER.—WINDSOR, Thursday.—We regret to state that the Hon. Captain Leicester, who burst a blood-vessel in the early part of last month, suffered a relapse yesterday (a considerable hemorrhage having taken place, which has reduced him to the very lowest ebb), and has been given over by his medical attendants.

THE BANK OF IRELAND.—The Directors of the Bank of Ireland have determined upon a further advance in discounts; namely, to four per cent. upon English bills, and to five per cent. upon Irish bills. This proceeding is one of great commercial importance, under existing circumstances, and cannot fail to produce a material influence upon railway enterprise.



MOUNTED ARAB COURIER

NOOKS AND CORNERS OF OLD ENGLAND.

LONGFORD CASTLE.

This "fine old place," one of the seats of the Earl of Radnor, is situated in the immediate neighbourhood of Salisbury. Opportunely enough, we find the following very amusing descriptive details in a vividly-written paper ("Out of Town") in "Fraser's Magazine" for the present month:—

"Longford Castle, the seat of the Earl of Radnor, was built by Thomas Thorpe, in 1591, for Sir Thomas Gorges and his lady, the Dowager Marchioness of Northampton. There are two elevations of the parts of each front, among Thorpe's designs, in the museum of Sir John Soane. The original form was that of a triangle, with an octagon tower at each corner, the triangular court containing a diagram of the Trinity. The Castle has been much enlarged since it passed from the family of Sir Thomas Gorges; but Thorpe's portion of the building is still nearly entire. The great Dining-room is in one of the octagon towers, and a most pleasant dining-room it makes; reviving Arthur's board, and the co-equality of the Knights of the Round Table. The Chapel is immediately above the dining-room, like a kind of aristocratic chapel of ease in London, with a wine-merchant's cellar below, reminding one of Defoe's celebrated couplet in his 'True-born Englishman.'



LONGFORD CASTLE.

"The 'Steel-chair,' and the two Holbeins ('Erasmus and Egidius,' from Dr. Mead's Collection), have often been described. So have the Claudioes, 'The Morning and the Evening of the Roman Empire.' Nor has Guido's 'Magdalene' been overlooked, since Hazlitt passed a glowing eulogium upon it. But Hazlitt ran too hurriedly through Longford: the pictures are infinitely to be preferred to the pictures at Wilton. We must except, however, the Vandyke Room. But Wilton has a name, and Longford Castle has still to acquire one. Witness the 'Three Children of Henry VII.,' of which there are copies at Hampton Court and Wilton; and a third in existence, once Lord Methuen's. The Longford picture is the original, we think; but we can get no aid from critics on this subject. Mrs. Jameson had evidently not seen it."

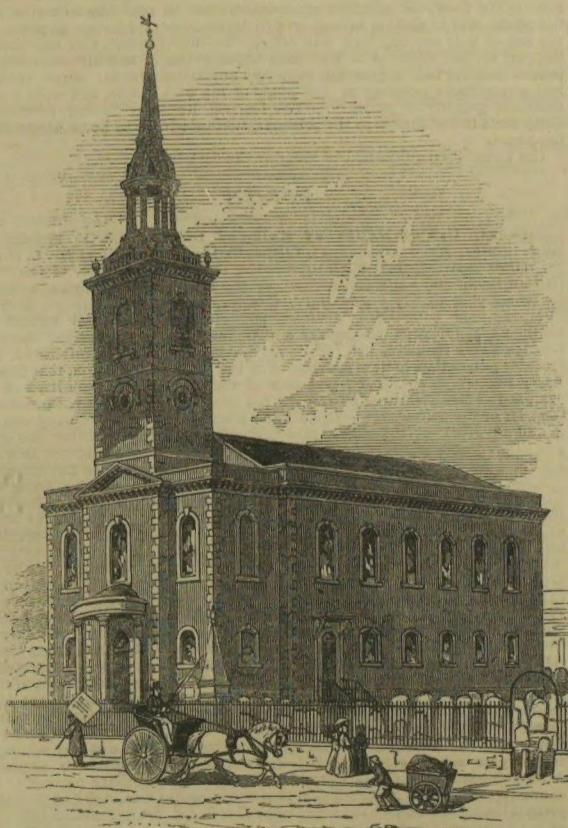
CHURCHES OF THE METROPOLIS.

ST. MARY'S, ISLINGTON.

This modern church, built so lately as 1751, is the successor of one or more sacred edifices occupying the same site. Of the original foundation of a church in the village, nothing at this time can be ascertained. The one removed prior to the rebuilding, had an embattled tower, with a bell-turret, and is presumed to have been about 300 years old. The tower would, probably, have stood many years longer; for the surveyor had literally to burn the timber-work ere the old fabric could be brought to the ground.

The existing church was built by Mr. Stevenson, from a design by Mr. Launcelot Dowbiggin, an architect, who was one of the unsuccessful competitors for Blackfriars Bridge. The foundation stone was laid August 28, 1751, by James Colebrooke, Esq., the largest landed proprietor in the parish; and the church was opened for divine service on Sunday, May 26, 1754. It is well built with brick, strengthened with stone quoins, cornices, &c., in rustic work. At the west end is a handsome tower, surmounted by a spire of Portland stone. The west door has a semicircular portico, consisting of a dome, supported by four Tuscan columns. The two side doors are Vitruvian; and at the east end is a Venetian window. The steeple consists of a square tower, to the height of 87 feet, and terminated by a cornice, ornamented with vases at the angles, an octagonal balustrade, &c. From the latter rises the base of the spire, supporting eight Corinthian coupled columns, with shafts wrought in rustic. Upon these columns rests a dome; and from its crown the spire is continued with perforations, until it terminates in a ball and vane. The roof is spanned from the walls, without the support of pillars. The ceiling of the interior was originally vaulted, and enriched with mouldings of wreathed flowers, &c., in stucco. There are side galleries; and at the west end an organ in a mahogany case, erected in 1772. The pulpit, reading desk, &c., are of mahogany, as is also the altar-piece; above which is a painting of the Annunciation, and on each side are emblems of the Law and Gospel, in chiaro scuro, executed by Mr. N. Clarkson, a parishioner.

The main dimensions of the church are: height of tower and steeple, 164 feet; length of church 108 feet; width 60 feet. In the tower is a fine peal of 8 bells; six of which were in the old church, and were re-cast in 1774. The



ST. MARY'S, ISLINGTON.

tenor weighs 16 cwt., and was re-cast, by Mears, in 1803. Around each bell is a cupola, inculcating loyalty, love, and harmony. The clock-dial was, amongst the earliest of those in London and its vicinity, illuminated in night. The entire cost of the church was £7340.

In 1787, when a lightning conductor was affixed to the spire, one Thomas Birch, a basket-maker, constructed a wicker-work scaffolding around the spire, with a flight of steps within; and he was deservedly rewarded by the public for his ingenuity.

The Parish Register dates from 1557, and contains many curious entries. The Monumental Inscriptions in the church and churchyard are very numerous. Here lie Dame Alice Owen, who founded a free school and almshouses; Dr. Hawes, one of the originators of the Humane Society, &c.

We have gleaned these facts from Cromwell's "Walks through Islington," a carefully written work.



THORWALDSEN'S STATUE OF LORD BYRON.

THORWALDSEN'S STATUE OF LORD BYRON.

This picturesque work of art, after lying for more than a dozen years in the cellars of the London Docks, has, at length, found a destination at the upper end of the Library of Trinity College, Cambridge, where it was set up a few days since. Of its artistic characteristics we find the following admirably written estimate in a late Number of the *Athenaeum*:—With regard to the statue itself, we believe that no man who looks at it in an artistic spirit will be disappointed. As the representation of a poet, and of the particular poet, it is a beautifully imagined and presented work, having, with much of the Danish artist's carelessness, and even coarseness, of execution, less than his accustomed severity of style. The fact is, that the work presents a *picture*, from whatever point of view it is regarded—and a picture raising the romantic as much as the classical associations. The bard is seated on a ruined fragment, which has been part of some ancient temple, and his foot rests on the broken shaft of a fallen column. The sculptured ornaments on the shattered fragment, while they are supposed to have been the ancient carving of the stone itself, are skilfully selected as tributes to the poet—those on the right representing the Athenian owl, while on the left the dedication of the lyre to Apollo is symbolised. In his left hand, the poet holds a volume, inscribed with its title, "Childe Harold;" and the raised chin is lightly touched with a stylus, or pencil, which he holds in his hand. The head is slightly lifted, and turned over the right shoulder—the eyes raised, but with no dramatic or determined air of inspiration. The look and attitude are both natural and unaffected expressions of thought. The beauty of the poet's hand and wrist, and the delicate forms of the throat and lower face are strikingly rendered; but in the aspect there is something more than mere thought—infinitely sad and touching; and which, to us, seems one of the triumphs of the work. The upper face tells a tale of pain and sorrow; and a shadow from within gives a character of age to features that, in their material presentation, are obviously young. The costume is a riding-dress, with a cloak thrown loosely over,—whose folds are among the sculptor's resources for composition and relief. In feeling and design, the work is a very fine one—the genius, the character, and the fortunes of the wayward poet are all shadowed forth;

and Trinity will have, in this statue, a new object of great interest for the visitors to her fine library. The execution of the figure—as in many another of Thorwaldsen's—is far below the conception; and here it is that the more unfriendly critics may have found the objections which have led them so greatly to underrate the work. Besides a general coarseness of handling, excepting about the head and in the modelling of the hand, there are faults of detail, which may furnish the mere critic with themes undeniable, and accusations to be answered only by an appeal to larger sympathies and artistic faith. No English sculptor, in view of the clamour he would draw about his head, dare venture to produce to his public such lower extremities as Thorwaldsen has given to the bard; no British statue could stand on such feet. The right leg of the figure—which is extended, to rest on a lower plane (the left being raised on the broken shaft,) is shapeless—it's upper portion being rather feminine than that of a man. All these defects the sculptor could have corrected, at will; the wanting finish is an added charm which his chisel could have added at any time. We do not affect to underrate the graces of finish and execution, nor to justify their being withheld; but the thought embodied in this is intrinsically worth all the technicals which schools can teach or critics enforce.

PEN-AND-INK DRAWING.—The venerable Mr. Minasi has just produced another proof of his extraordinary ingenuity, in copying pictures by pen-and-ink. It is from Raphael's celebrated *Madonna della Sedia*, in possession of the Grand Duke of Tuscany. It is most beautifully executed, within 6 inches square. The veteran artist, now in his 70th year, is, we perceive, a candidate for admission into the National Benevolent Society, at the forthcoming Election, on the 27th inst.; and we are happy to learn that his Majesty the King of the Belgians has liberally commanded to be forwarded his proxy for 100 votes. Under such illustrious patronage, we trust that a "happy port and haven" may be secured to the poor artist, whose labours in the minute have, we regret to say, very considerably impaired his sight.

THE "ECLAIR" STRANER.—The officers and crew of the unfortunate steamer *Eclair* have been gratified by the announcement that they are once more permitted to have free intercourse with the shore. The yellow flag has been hauled down on board the *Eclair*, and the several hulks appropriated for her sick and convalescent. Several of the officers have already availed themselves of their *pratique*, and been visiting their friends at Sheerness. It is expected that the *Eclair* will be paid off immediately. There are yet several on her sick list suffering from the effects of the fever, but all who are unable to be paid off will be sent to Melville Hospital.

POSTSCRIPT.

SIR ROBERT PEEL.—We are happy to state that Sir R. Peel is convalescent, and, with the exception of a little lameness from the recent attack of gout, is in excellent health.

MYSTERIOUS DISAPPEARANCE OF LADY ADELA VILLIERS.—We regret to state that accounts have been received in town from Brighton, of the sudden disappearance of Lady Adela Corisanda Maria Villiers, youngest daughter of the Earl of Jersey. The young lady, who is only 17 years of age, left her home on Wednesday afternoon, at a quarter past five o'clock. It was expected that she had retired to her room with the intention of dressing for dinner, but not making her appearance at the table, on inquiries being instituted as to the cause of absence, it was ascertained that her ladyship had some time previously passed through the lodge gate with a small bundle in her hand. Inquiries were made at the railway station, and in every other direction, but no intelligence could be obtained, as no one employed at the terminus had any recollection of any person resembling her Ladyship's description going by either of the trains on Wednesday evening. Intelligence of the distressing occurrence was forwarded without delay to the Countess of Jersey, who was on a visit to the Duke and Duchess of Norfolk, at Arundel Castle, and her Ladyship lost no time in returning to Brighton. Every means possible has been used to trace the fair fugitive, but without the slightest success. The Earl of Jersey and family are at present residing at East Lodge, Upper Rock Gardens, Brighton. This distressing occurrence has caused great excitement in the town. No cause whatever can be imagined as to what could induce the young lady to take such a step. On inquiry in Berkeley-square, yesterday, we were informed that no intelligence whatever of her Ladyship had been received by her noble parents up to the present time.—*Standard*.

A special meeting of the Great Western Railway Proprietors was held on Friday. The agreement to pay the Bristol and Exeter Company at the rate of 5 per cent. until the termination of the lease (three years and a half), and afterwards 6 per cent., was agreed to. The Directors were also empowered to take steps for carrying a direct London and Exeter line.

THE LONDON AND BIRMINGHAM RAILWAY.—A special meeting of this company was held yesterday (Friday) at the Euston-square Station, to consider the propriety of amalgamating the Grand Junction, Birmingham, and Manchester, and London and Birmingham lines into a joint property, to be henceforth called "The Great North Western." G. C. Glyn, Esq., the chairman of the company, presided, and said that the present was the most important meeting they had ever held. In January last, certain propositions were made for an amalgamation with the Manchester and Birmingham line, and since then many opposing lines, styling themselves "direct," had entered the field; but there was no line that could offer to the public the advantages which the existing lines could afford to give. With respect to the amalgamation with the Grand Junction, it must be a source of great satisfaction to the Directors, as he believed it would be to the proprietor at large. He only regretted that it had not taken place earlier. By it they secured the line of railway communication to Liverpool and Holyhead. Arrangements had been made with the North Staffordshire, and the line to Macclesfield and the Trent Valley, which would be beneficial to all the parties concerned. The Shropshire Union was also in alliance with the Birmingham Company, and the directors had every reason to suspect that by the terms they had secured, success in the next session of Parliament might be confidently anticipated. The Secretary then read the report, after which the Chairman moved that it be adopted, which was agreed to unanimously, as were several others carrying out the objects of the meeting.

FATAL ACCIDENT ON THE BRISTOL AND BIRMINGHAM RAILWAY.—A dreadful and fatal accident happened near to the Stoke station of the Bristol and Birmingham Railway on Thursday morning, by which a brickmaker residing in the village of Stoke was killed. The deceased had been drinking at Stoke Prior, and left that place about eleven o'clock at night to go home, the railway being between the inn and his residence. He was last seen alive by a man named Thomas Davis. He was not heard of again until the accident happened, which was at about a quarter to two o'clock on Thursday morning. At that time the mail train from Birmingham was due at Stoke, and arrived very shortly afterwards. This train, however, does not stop at Stoke station, and accordingly passed on towards the Droitwich station. It, however, had but just passed Stoke, when the driver saw something white before him, and immediately afterwards, before he could stop, it was felt that something was upon the rail. Accordingly, the breaks were put on, and the train stopped, and the driver and guard walked back to the spot where the obstruction was met with. Here they discovered the body of the unfortunate man, whose name is Humphrey Willis, lying upon the rail quite dead, and mangled in a most horrible manner. His head was crushed into a shapeless mass, and his bowels were actually protruding; one of his feet was completely cut off, an arm was broken, and he had received other shocking injuries, by which he must have been killed instantaneously. The deceased (who was in the habit of crossing the line on his way to and from the public house) had been repeatedly cautioned not to continue the practice. There seems to be no blame attributed to the driver of the train, who is an old servant on the line. He blew the whistle as usual on approaching the station, and was not proceeding at an unusually quick pace.

ANOTHER MURDER IN IRELAND.—The Irish papers received yesterday contain the following account of a murder at Westport (County Mayo). It appears that about eight o'clock on last Saturday night, as a man named Peter Gibbons was leaving Westport for his residence, near Kilboye, he was waylaid opposite the Court House, and received a blow of a loaded stick which broke his skull. He lived but two hours after receiving the blow. An inquest has been held by the Coroner, when a verdict of "Wilful Murder" was returned against some persons unknown.

LATEST FOREIGN NEWS.

FRANCE.—The *Presse* has a very disgraceful article upon the subject of the disease in the potatoes. It suggests that France ought to "prevent the English from coming and satisfying their hunger at the expense of those gifts which God has reserved for her;" in other words, that France should allow her corn to rot rather than sell it for the purpose of alleviating a famine in any part of her Majesty's dominions. The *Reforme* assigns as a reason for following up the suggestion of the *Presse*, that provisions, and potatoes more especially, are becoming so scarce in Paris that "the necessities of life will soon be placed beyond the reach of the indigent." The Princess of Joinville was at one o'clock on Wednesday morning safely delivered of a Prince, who has received the title of Duke de Penthièvre.

SPAIN.—Accounts from Madrid to the 30th ult., state that the British Cabinet had formally protested against the marriage of the Infanta of Spain to the Duke de Montpensier.

EPITOME OF NEWS—FOREIGN AND DOMESTIC.

We read in an Italian journal—"The health of the Empress of Russia is so deeply affected that her domestics are often obliged to carry her. Two footmen always attend her, with a couch prepared for the purpose, and it was in this way that she was seen to visit several of the monasteries in Italy. She has wasted so completely away that little hopes are entertained of her recovery. Her life has been worn out in the whirl of fetes, over which she was obliged to preside, and the recent death of her youngest daughter has given the finishing blow to her health, which for 20 years has never entirely recovered from the terrible scenes which signalled the accession of Nicholas."

A letter from Stockholm, dated Oct. 24, says—"Deplorable accounts of the results of the harvest are received here. The province of Upland, Westmanland, part of Södermanland, East Gothland, and Calmarseen, all Gothland, and Oeland have suffered a total failure, and these are the very provinces which used to export corn, but cannot now, not having sufficient for their own consumption. In consequence of this state of things, the price of barley and potatoes has risen. It is expected that the Government will follow up the prohibition to export potatoes. Norway is indeed free from the potato disease, nevertheless potatoes are already scarce, because such great quantities have been purchased for foreign countries by speculators."

In a letter received in Newport from Hobart-town, the writer states that he has seen Mr. Frost, who was in good health, but was looking very many years older, and with hair completely whitened. He calmly made many inquiries respecting the members of his family, and former acquaintances in that locality, and stated that he was reconciled to his situation, that of clerk in a store. The writer adds that Williams is overseer of a colliery, and Jones guard of the Launceston Mail.

A correspondent of the *Augsburg Gazette* writes from the Turkish frontier that the greatest activity prevails in the Russian ports on the Black Sea, preparatory, no doubt, for the campaign in the Caucasus next year. The numerous Russian ships stationed in the Black Sea will be increased next year by four English-built steamers, the *Taganrog*, *Dargo*, *Andi*, and *Berdiansk*.

A letter from Damascus, dated Oct. 10, says—"On account of the desolate state of the country for miles round us, articles of food have risen in price. I fear we shall have a hard winter this year. We are beginning to hear of distress already. A man was found the other day in the market selling his own daughter. Being a Christian, he was sent to the Patriarch by Mr. Mish, the British dragoman, who prevented it. The man explained that he was a weaver, but, having no work, he wished to sell one of his children to prevent the others from starving."

A Berlin paper contains a Cabinet order upon duelling, signed by King Frederick William, wherein it is stated, that in case of a duel occurring between an officer and a non-commissioned officer or a civilian, the principal, the bearer or bearers of the message, the seconds, and all persons concerned in the transaction shall suffer the same punishment as that inflicted upon the officers who shall actually have fought a duel; and that in case of the death of either of the parties, the punishment shall be confinement in a fortress for a period averaging from two months to two years; but should death ensue from any unfair practice, the punishment to be death.

Intelligence from Asia informs us (says the *Constitutionnel*) that the Russians have just established themselves at Esterabad, an important port of Persia in the Caspian Sea.

It is stated that the marriage of the Archduke Stephen of Austria with the Grand Duchess Olga of Russia is definitively settled. The mission of M. de Nesselrode to Vienna, was for the purpose of adjusting the preliminaries of this Royal alliance with Prince de Metternich; and as it raised no obstacles, but was at once assented to, after the disposal of some minor considerations, official intimation has been made to the French and British Governments of the contemplated union.

A letter from Hamburg, of the 28th ult., says—"A steamer arrived here yesterday from London with a large quantity of specie. One well-known banking-house received two millions of marks banco. We daily expect to see the rate of discount reduced."

A letter from Vienna, 27th ult., states that the Emperor and Empress of Russia will remain about five weeks at Palermo. The Emperor, on his return, will visit Vienna, where he is expected to arrive in the beginning of December.

His Imperial Highness the Archduke Constantine, second son of his Majesty the Emperor of Russia, is expected at Plymouth, from whence he will proceed to Italy, to see his august mother. His Imperial Highness is Lord High Admiral of Russia, and will come to this country in an Imperial ship of war.

We have received Cape of Good Hope papers to Aug. 27. Preparations were making, by the appointment of the proper officers, to make Natal a British settlement in every respect. The Kafirs were still pillaging, but no doubt the representations of the farmers would induce Sir Peregrine Maitland again to exert his salutary influence in restraining them. The duty on foreign spirits imported into the Cape colony, and including French brandy, had been raised by the Governor to £ per gallon.

Mr. Bianconi, whose successful industry as a car owner has raised him from the position of a travelling hawker to that of Mayor of Clonmel, has lately purchased an estate in Tipperary for £25,000.

In the evening of the 22d ult., a murder was committed at Berlin on the person of a M. Reith. Two well-dressed men knocked at the door of his house, and, being admitted by the female servant, one of them, who had a poniard in his hand, threatened to kill her if she uttered a cry, and menaced M. Reith in the same way. M. Reith, however, resolutely attempted to disarm the man. He was immediately attacked by both villains, and received some wounds, of which he died on the following day. The two murderers then left the house, without, it is said, committing any robbery. On the 26th, two brothers, who are supposed to be the criminals, were arrested in Berlin. The motive for this murder remains a mystery. It was reported, however, in Berlin, that it had its origin in personal dislike from religious differences.

ANTIQUARIAN DISCOVERIES AT LEWES.

In our Journal of last week, we briefly noticed the discovery amongst the ruins of the ancient Priory of Lewes, of the remains of Gundreda, fifth daughter of William the Conqueror, and of William de Warren, her husband, who, according to the best authorities, were interred in the Chapter House of the above religious house. Thence, at the Dissolution of the Priory, the tomb of the pious lady was removed to the church of Isfield; but, it was brought back near its original locality, in 1775, and placed in the neighbouring Church of Southover, where it remains to this day. The entire discovery is of so interesting a character, that we were induced to commission an artist of Brighton, Mr. R. H. Nibbs, to proceed to Lewes, and sketch the remains and their locality. We have ourselves since journeyed to the spot, and have been much gratified with our visit of inspection.

Strange, indeed, are the changes wrought by time and man's ingenuity; for these relics of nearly eight centuries since have been upturned in a work peculiar to our own times—the construction of a railway; and this by a circumstance purely accidental, and but for which the Relics might have rested for many more centuries. The projected line of railway from Brighton to Hastings, it may be necessary to state, runs through a portion of the town of Lewes, or rather through the grounds of the ancient Priory of St. Pancras; and, although it will not materially disturb the walls, there will yet be a cutting 40 feet wide by about 12 feet deep, traversing in a north-eastern direction from the western boundary to the north-eastern wall adjoining the Mount Field. One of our illustrations shows the precise locality, with "the Mount," an artificial elevation, the origin and uses of which are involved in much doubt.

Nearly upon this spot, workmen had, for some time, been removing the earth from the side banks of the western ruins of the Priory, without discovering any thing of interest; but, on Monday week, they commenced clearing a driftway on the bank of the west side of the remains of the Priory chapel, on the high ground. During the day, the workmen found a leaden coffin, 5 ft. 4 in. long, containing the remains of a female skeleton, and portions of cere-cloth: the coffin was surrounded with thin slabs of Caen stone, and the lead was much decayed. Still, there was nothing to aid the identifying of these remains; and their discovery was chiefly interesting as a good presage of what might be expected. Accordingly, on Tuesday morning, the workmen exposed a leaden Cist, or coffin, surrounded by a few square Caen stones. After clearing away the soil, the Cist was carefully removed, and, on being opened, was found to contain human bones, proved to be the remains of Gundreda, daughter of William the Conqueror, the name "GVNDRADA," as it is spelt, being cut upon the lid. The size of the Cist is about 3 feet in length, a foot in width, and 9 inches in depth: the lid, sides, and ends, are in excellent preservation, but the bottom is much corroded. The lead is ornamentally cast in headed compartments of the lozenge form, 5 inches by 3; and the lid fits on, or rather laps over the sides. Soon after the finding of this Cist, and at a short distance from it, the workmen found a second cist, precisely similar in form, character, and material; being, however, slightly longer: the bottom is much decayed, and on the lid is inscribed WILLMs, an old but usual way of writing Gulielmus. This has been readily interpreted into the name of William of Warren; by this means establishing the fact that these Cists contain the remains of Gundreda, the founder of the Priory, and of her lord, the first Earl of Warren and Surrey. Ancient records prove that Gundreda died in 1085, and William of Warren in 1088, and that both were interred in the Chapter House of Lewes Priory; the latter being, as it is stated, "buried in the Chapter House, in a tomb adjoining that in which his Countess was laid." We have engraved the pair of Cists in an adjoining column: they were found lying about 2½ feet below the surface in two square compartments, formed, apparently, by the foundation-walls, or under the floor of what is presumed to have been the Chapter House.

There has also been found another male skeleton, with the skull and teeth very perfect. The skull is well formed; one of the femora (thigh bones) is still in the socket of the hip; and the tibiae are very long. It is stated that the second Earl of Warren and Surrey, William, who died in 1138, was buried at the feet of the first Earl; and it is reasonably asked, in the *Brighton Herald* report, whether the above may not be the remains of this Earl?

About a foot to eastward of the first-named remains were, also, discovered those of some great ecclesiastical personage, probably, one of the Priors. We find the following details in the *Sussex Express*—

"The skeleton was enveloped in a cowl of thin woollen cloth, having underneath it a finer linen garment. The cowl covered the head; the hands were resting across the breast, and the shoes were on. The body had, evidently, been buried, without a wooden or leaden coffin, upon a layer of fine sea beach, and inclosed within a stone Cist, which was very perfect. Portions of hair, of dark red, were still to be seen. To the south of this were two other skeletons, separated by a thin chalk wall, of eight inches in thickness. The bodies were evidently simply buried without coffins, and the earth thrown in upon them. These three bodies lay parallel with each other, at the back of which were the foundations of a wall, a foot thick, running in a slanting direction; immediately behind which was exposed another stone Cist, with a skeleton, and two others, side by side; and a foot southerly, yet parallel, the skeleton of a female child, of about ten or twelve years old, in a stone Cist, with a space carved out to receive the head. In excavating these, the remains of two iron corner hinges were discovered."

On Thursday morning, another interesting relic was discovered among the Priory ruins. This is a rudely-formed earthenware urn, inclosed in a leaden vessel, the space between them being filled with clay. The urn contained the lungs, stomach, and intestines of a human being. It is recorded that the third Earl of Warren, grandson of the first, went to the Holy Land in 1147, with the King of France, and was slain in an attack made on the French army by the Turks: his remains were brought home, and are presumed to have been, in part, the contents of the urn.

There have, likewise, been found on the Priory site, several fragments of ancient art, such as pieces of Roman tile, coins, tokens, and other works in metal.

The annexed summary of the anatomical appearances of the remains has been communicated to the *Brighton Herald*, by Mr. Pickford, surgeon, of Brighton. Mr. Pickford, in company with Mr. Murrell, a medical gentleman of Lewes, found the remains in the leaden coffins described above. Of course, there was no order in their arrangement, as the Cists were but three feet long, and so worn, that the bottom of the one in which the Earl's bones lay had fallen out, and that of the Countess, was full of holes. To this is, doubtless, owing the fact, that a great many of the Earl's bones were missing, whilst those of the Countess were nearly perfect, even to the bone of the tongue (*os hyoides*), though her skull was much fractured. The bones themselves were in a perfect state of preservation; they were strong, heavy, and, where broken by the pick-axe, white. On measuring them, it was found that both the Earl and Countess must have been persons of large frame and tall stature. We give the admeasurements:

Gundreda—Femur or thigh bone, 18½ inches; tibia, or leg bone, 15 inches; humerus, or upper arm bone, 12 inches; probable height, about five feet eight inches.

William—Femur, 19½ inches; tibia, 15½ inches; humerus, 13½ inches; circumference of the shaft of the femur at its middle, 4½ inches. Probable height, about six feet one or two inches.

These proportions, in the lady, equal those of a moderate-sized man, and in the Earl exceed them. In a moderate-sized man, the femur, or thigh bone, is 18 inches; the tibia, or leg bone, 15 inches; the humerus, or upper arm bone, 12 inches; and the circumference of the femur, or thigh bone, 32 inches.

There was, however, the thigh bone of another skeleton dug up on this occasion, which measured 20½ inches, which would give a height of 6 feet 6½ inches.

There was an appearance of hair on some of the remains; but only slight.

The body of the monk, however, had a complete crop, of a deep red colour.

Thus far the circumstances of the discovery of the relics. The ground is the site of the great Cluniac Priory of St. Pancras, in Southover; the origin of which is traceable to the piety of the Earl of Warren and his lady Gundreda, who, in the year 1076, set out on a pilgrimage to Rome; and, receiving great kindness from the prior and monks of St. Per, at Cluny, they were induced to entertain a greater regard for that order and house than any other which they had seen. Being already determined, by the persuasion of Archbishop Lanfranc, to erect a religious house for the pardon of their sins and the saving of their souls, they requested of the abbot at Cluny three or four monks for the intended monastery. The abbot consented, and the grateful baron returned home to carry into effect his holy project. In about six years, the work was completed; the brethren took possession of their magnificent residence; and grants and benefactions, to an almost incredible extent, enriched the increasing fraternity. Some idea of the extensive scale of the monastery may be formed from the well-ascertained fact, that its walls embraced an area of more than thirty-two acres. The great church was rebuilt in the reign of Henry II. Its length was 150 feet; its height, 60 feet: it was supported by thirty-two pillars, eight of which were not less than 42 feet high, 12 feet thick, and 45 feet in circumference; the remaining twenty-four were 10 feet thick, 25 feet in circumference, and 18 feet in height. The roof before the great altar had an elevation of 93 feet. The Chapter House and the Church were by far the most splendid parts of this stately pile: in the former were interred the remains of the Founder of the Monastery and his Countess (as we have explained), several of his successors in the barony, and some distinguished nobles; the latter was richly adorned by the painter and sculptor, and was distinguished by the magnificence of the funeral monuments, with which it appears to have been crowded. We quote these details from Mr. Baxter's forthcoming "Guide to Lewes."

William of Warren, the first Earl of Surrey, and husband of Gundreda, had accompanied the Conqueror from Normandy, in his expedition to England, and greatly aided by his conduct and bravery in obtaining the battle of Hastings. He was more richly rewarded than any other nobleman in the Conqueror's suite: his possessions included the borough and rape of Lewes: he rebuilt the Castle and founded the Monastery, as we have described. This was the first convent of the Cluniac order established in England; to which, therefore, all other Cluniac Monasteries were subordinate, including the Priory of Castle Acre, in Norfolk, another foundation of this Earl of Surrey. He is also supposed to have built the Castle of Holmesthorpe, or Reigate, in Surrey; and Dugdale states him to have died seized of two hundred Lordships, on June 24, 1088. He was buried, according to the Register of Lewes Priory, in the Chapter House of that foundation, near his Countess Gundreda, who died in childbirth, at Castle Acre, in 1085.

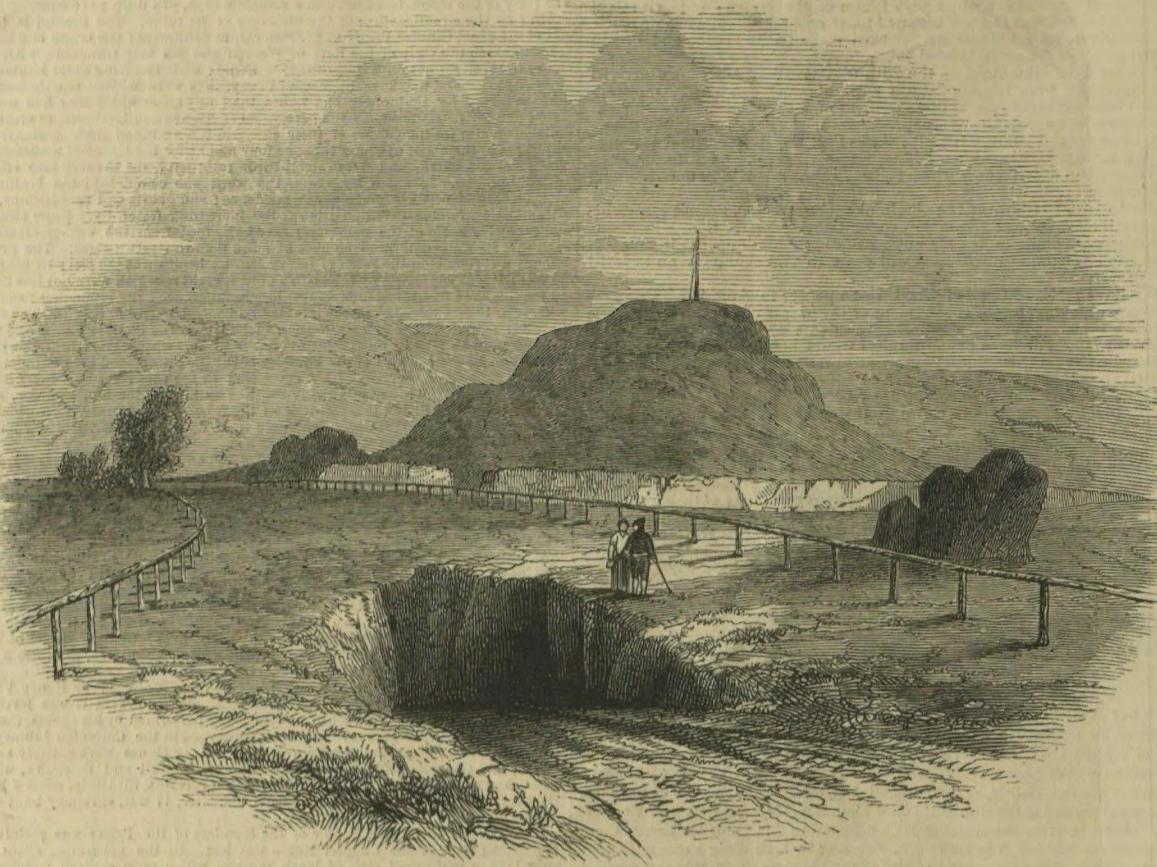
The Priory at Lewes proved a rich prize at the dissolution by Henry VIII., when it was seized on by Thomas Cromwell. By his orders it was levelled, and so completely was the work of its demolition performed by his agents, (one of whom, Portmarus, describes it in a letter preserved in the Cottonian Library, at the British Museum,) that the Church and Chapter House were entirely swept away; and the ruins which remain, are those of the Hall and Refectory, which were converted into a malt-house. Near these remains, till lately, stood a large elliptical oven, measuring in its longest diameter, 17 feet, curiously built with tiles.

Thus, although the burial-place of the founders of the Priory was plainly recorded, all trace of the Chapter House was lost. In the meantime, about the year 1775, a sculptured slab of black marble, which once covered Gundreda's remains, was discovered by Dr. Clarke, of Buxton, in the Shirley Chancel of Isfield Church, where it formed part of the tomb of Edward Shirley, Esq., whose father is traditionally said to have preserved the memorial at the dissolution. Dr. Clarke obtained permission of the representatives of the Shirley family to remove the stone; and it was placed in Southover Church, as the site of the Chapter House could not be precisely ascertained.

The ruins, until lately, were a scene of melancholy decay, visited with interest by many a lover of antiquities, but little heeded by the people of the neighbourhood. How forcibly has its desolation reminded us of Bowle's beautiful lines:—

All is silent now!—silent the bell
That, heard from yonder ivy'd turret high,
Warn'd the cowld brother from his midnight cell—
Silent the vesper chaunt—the Litany
Responsive to the organ—scattered sigh—
The wrecks of the proud pile, mid arches grey,
Whilst hollow winds through mantling ivy sigh;
And e'en the mouldering shrine is sent away,
Where, in his warrior weeds, the Norman founder lay."

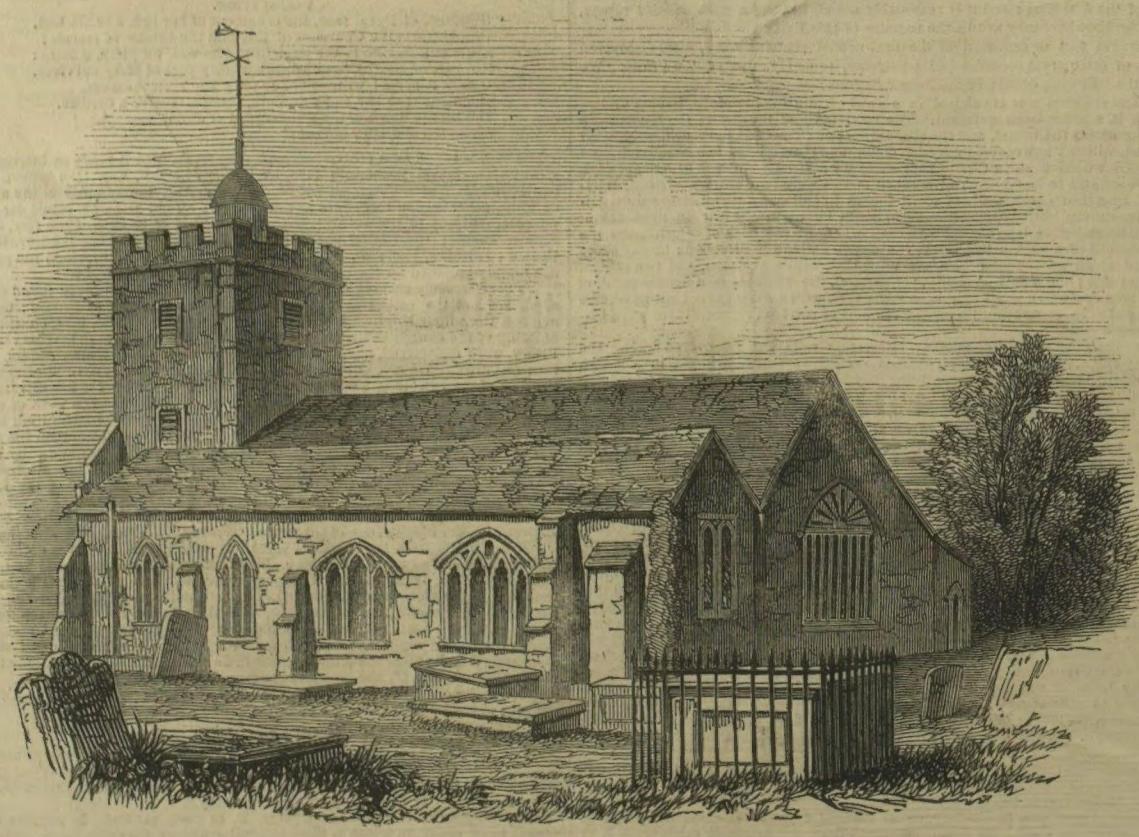
INTERESTING DISCOVERIES AT LEWES.



THE EXCAVATION IN WHICH THE CISTS WERE FOUND.—THE MOUNT AND PRIORY RUINS.

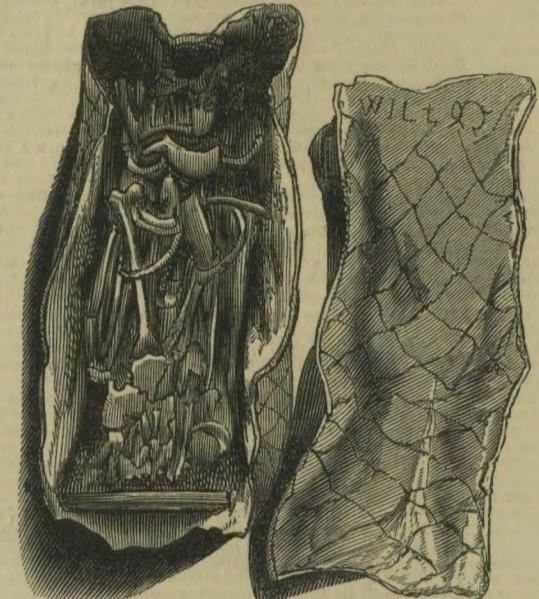


THE CISTS IN SOUTHOVER CHURCH.



SOUTHOVER CHURCH.

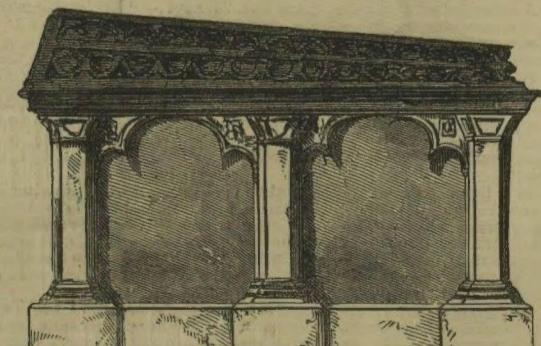
cular, supported by cylindrical columns; whilst the remaining arches are about the 16th century. The edifice was originally of much greater length than at present; for, it terminates with the chancel midway in one of the arches of the later period. The stone window-frames, of various design, some of them very fine, are stated to have been brought from the Priory ruins; but the original bases of the cylindrical columns carry us to the Norman age. The interior has lately been repaired; and in the windows are some good examples of old

REMAINS OF
WILLO

stained glass, a few fine specimens of yesterday; the emblem of the Trinity, in one of the northern windows, for instance. We are happy to learn that the Chancel is shortly to be restored, and its large altar-window to be displaced by one of appropriate design. Above the Altar is a painting of the Last Supper, by Mortimer, who was a native of Eastbourne; and high above this, filling the gable of the roof, hangs a large but ill-executed painting of St John the Baptist, to whom the church is dedicated. The roof of the nave, too, has open timber-work. There is a gallery at the west end, with a small organ; and in the southwest corner, is an unsightly wooden inclosure, lighted by one window, and used as a vestry-room. Here we saw the remains of the woolen gown of the monk, and a portion of his shoes, already mentioned: the materials of both readily crumbled at the touch.

REMAINS OF
GVNDRADA

The tower of the church was built early in the last century, in place of the tower and steeple, which fell down in 1698. The former bears the date 1714: in its west face is sculptured in stone the shield of the Earls of Warren: in the south, a rose and ducal crown; and on the north, in Anglo-Saxon characters, T. A. D. E. (*Theobaldus Archieopiscopus Dedicavit Ecclesiam*), commemorating the dedication of the church by Theobald, Archbishop of Canterbury, who was translated to the see, A. D. 1138. In the ground, at the eastern end of the church, are some massive remains of columns and arches, which may bespeak the original extent of the fine old edifice.



TOMB OF GUNDREDA, IN THE NAVE OF SOUTHOVER CHURCH.

The Relics have been preserved by these means. The land on which the Priory stood, and through which the railway passes, belongs to a lady named Jackson, and who stipulated with the contractor for the railway works, Mr. Wythes, through her solicitor, Mr. Hoper, of Lewes, that all relics which might be discovered should be reserved for her. Accordingly, they have been saved from falling into the hands of persons who might have been unable to appreciate their real interest, but who might have caused them to minister to their cupidity.

On returning to the site of the discoveries, our mind's eye carried us through a vista of eight centuries, as we gazed by turns on the crumbling and ivy-cloaked ruins, and the railway works hard by. Then, too, we felt the true spirit of Mr. Blaauw's concluding reflexions:—"Many a hymn and mass have been chanted on behalf of the souls of the pious founders of the Priory on the spot where noisy steam-engines will soon rush across; and, though we by no means wish the masses back, yet it almost requires the iron conscience of a railway to be proof against the curses denounced in his charter by William de Warene on any who should disturb its foundation. 'May those who oppose or destroy these things meet with God's sword of anger, fury, vengeance, and eternal malediction; but may God welcome in peace with grace, mercy, and eternal salvation those who preserve and defend them.'"

FINE ARTS.

PORTRAIT OF RAPHAEL.*

(PAINTED BY HIMSELF.)

The Painter painted by himself!—his eye
Gleams grandly from a canvass of its own
—Like some immortal Star within the Sky—
O'er Nations perish'd and thro' ages flown!
Those features are as proudly fix'd as tho'
Ambition had no dwelling in their brow,
And when young Genius stamp'd its early glow,
Wore their soul-prowess 'tis as calm as now!

Why beams that living Register of Face?
And wear those lineaments their look divine?
Bathed in so much of glory and of grace,
—Like flames that burn on Inspiration's shrine!—
Is it the vanity of mortal life
Recording beauty with a reflex fair,
Or hath some impulse of the Spirit's strife
Prompted to fix the strong resemblance there?

Did the fond painter say "my living look
Shall search the gaze of many a wandering age,
And they shall read *his* mind as in a book,
Whose genius burns on art's immortal page."
Or would he leave his features finely limned
By the weird pencil and the native skill,
To those who keep his lustre all undimm'd,
Treasure the works and love the master still!

It must have been a burst of loving thought,
—Even such as that—which made him leave behind
To the art-worshippers his genius wrought
This noble portrait of his face and mind;
And though he reign on many a loftier throne,
And fill the realms of colour with his light,
Raphael the *mortal* liveth here alone!
Raphael the painter shines thro' day and night!

Oh, not for Fame did he devise this gift!
His fame hath wings that as the eagle's soar;
He hath a name the world can never lift
To greater glory than it gain'd of yore.
He fed the lamp of Art with oils that burn
Through all the dreary passages of Time;
The flames of that imperishable urn
Illumine ages with a light sublime!

Immortal Painter! still thy works have power
To chain the heart and bid the spirit bow:
Thine was the triumph of the inspired hour,
And proudly now we linger on thy brow,
Scanning thy genius—watching lip and eye
With deep intensity and dwelling pride,
And feeling consciousness too full and high,
Even as we gaze, that Raphael NEVER DIED!

* This superb Portrait of Raphael at 15 years of age, has lately been added to the Gallery of the Louvre, at Paris: its size is about 22 inches by 17.

HONG-KONG.

Intelligence of considerable interest and importance, as respects the welfare of this new Anglo-Chinese colony, has just been received—the details of which will be found elsewhere. At the same time, we have been favoured by a Correspondent with the annexed sketch of the Victoria Barracks. The accompanying account of the present condition of the island has been abridged from the *Gentleman's Gazette*, a Bombay paper:—

Hong-Kong, "the Red Harbour," is the name given by the Chinese to one of a number of islands called by the Spanish "Ladrones," or "Thieves,"



RAPHAEL AT THE AGE OF 15—PAINTED BY HIMSELF.—FROM THE LOUVRE GALLERY.



VICTORIA BARRACKS, HONG KONG—FROM A SKETCH BY A CORRESPONDENT.

from the notorious habits of the inhabitants. It lies about 40 miles, east from Macao, and is eight miles long, and from two to four miles in breadth. It is separated from the mainland of China by a channel of the sea, which varies in width from half a mile to three miles. The Lymoon Pass is about half a mile across.

Its physical aspect is that of a broken ridge of hills, the highest being about 1600 feet, running from N.N.W. to S.S.E., and rising abruptly from the sea, particularly on its northern face, where stands the straggling town of Victoria, four miles long. The vegetation of the island during the rainy season is but small; in the other months of the year there is none.

Its geology resembles that of the south of China—rotten rock, hard stiff clay, and red sandstone. On digging the foundations for buildings at Victoria a fetid smell arose, caused by a gas which spreads sickness through the island. There are no marshes to be found, but the heavy rains every year produce a new surface by washing the old into the harbour, which is every year growing shallower from the deposit.

Its climate is variable, and, from its sudden transitions, dangerous to the health of its residents. Situate on the verge of the tropics, there is a dry burning heat while the sun is approaching, and during the rainy monsoon a fearful pestiferous gas is emitted from the soil, which, if it does not produce fever and speedy death, has the result of enervating both the body and the mind. The Chinese look upon it as a "fatal" island, and have left it to be inhabited by the very refuse of their population. The climate produces the most weakening effects on the European constitution, and few Englishmen can expect to live many years after residing there for some time.

Its diseases are endemic fever, diarrhoea, and dysentery. Each European soldier is calculated to pass four times through the hospital in the course of the year. The artillery, infantry, and the crews of the ships stationed there suffer in equal proportion.

The British commander, General d'Aguilar, has declared, that to retain Hong Kong will require the loss of a whole regiment every three years, and that to have 700 effective men, it is necessary to maintain 1400. The grave yard was soon filled, and another was required from the Surveyor-General, who found it difficult to point out a proper spot.

As to its population and progress, the only known facts are, that in January, 1841, it was ceded to Captain Elliot, and great offers were made by him and Commodore Sir Gordon Bremer to induce settlers to go there. The floating population, on its being taken, was about 7800 smugglers, stonecutters, and vagabonds; in March, 1842, it rose to 12,360; in July, 1845, it was about 19,000; but of the worst characters from the neighbouring coast of China, for not one respectable Chinaman had come to settle there during the three years and a half of British occupation. The Europeans who dwell there sleep with pistols under their pillows, for their lives or property cannot be considered safe either by day or by night.

The trade at Hong Kong is nought. Ships touch there, but they refuse to break bulk, as there is no native trading craft belonging to that port, and all the respectable traders from the neighbouring ports prefer going elsewhere. The opinion of Dr. Guizlaff is, that Hong Kong was only of value when all the other ports of China were closed. The trial has been given, and the place was found to be bad. By the influence and encouragement of the British authorities, considerable sums have been expended in buildings, which will produce but little benefit, for few will be tempted to dwell, or to risk themselves or their goods, where none but thieves and vagabonds of all sorts will ever resort.

The finance of Hong-Kong is a miserable sum; not even sufficient for a small civil government. The only use to which that island could be converted is an opium entrepot, if no arrangement can be entered into with the Chinese authorities for its importation elsewhere at a moderate duty—a hope which is as yet not likely to be realised.

As a fortress, Hong-Kong is not to be looked upon as a Gibraltar or a St. Helena.

The religious and social influence of the possession of Hong-Kong on the Chinese people may be easily guessed from the character of its actual inhabitants. It is visited by none but the lowest vagabonds of the Chinese population, and it is hard to expect that Hong Kong convicts will become missionaries to spread Christianity in the other parts of China.

The cause of the retention of Hong Kong, at the time when the Chinese Government, on signing the treaty with Sir Henry Pottinger, was prepared to make great sacrifices, arose from ignorance of the insalubrity of Hong-Kong, and from the belief that Chusan was a most unhealthy spot for Europeans.

The utility of retaining Hong Kong as a British port is, therefore, to say the least, very doubtful. When it was selected by Captain Elliot the sphere of the British commerce in China was small; but now the case is different. Hong Kong, therefore, becomes a pestiferous burden, and not a blessing. There are no sound reasons, either in a military, civil, political, social, religious, financial, or commercial light, for preferring it to Chusan.

MUSIC.

BELLINI'S "SONNAMBULA" AT FRANKFORT AND LONDON.

On Monday night the "Sonnambula" was given at Drury Lane Theatre; a few weeks previously we heard Bellini's masterpiece at the Frankfort Theatre, and, although comparisons are odious, we cannot resist the temptation of pointing out some striking differences in the representation. Frankfort has not the reputation of being one of the first musical towns in Germany, but there is an excellent orchestra, conducted by Professor Guhr, who is a distinguished musician. The doors opened at five o'clock; the "Sonnambula" commenced at six, and at half-past eight o'clock Jenny Lind had obeyed the second encore in the *finale*. A clock placed in the centre of the proscenium informed the audience as to the duration of the performance. There was no afterpiece. Before nine o'clock the royalty, rank, and fashion, which had crowded the house, had retired to discuss, over a supper (noon is the German dinner hour), the transcendent merits of the Swedish nightingale. At Drury Lane, the opera began at seven o'clock, and between each act *pas de deux* were introduced, so that it was nearly half-past ten o'clock before the curtain rose to the new spectacle, of which an account will be found in our dramatic report elsewhere. It was, of course, close upon midnight before the night's play-bill had been accomplished. The "Sonnambula" at Frankfort was heard with unbounded enthusiasm, except when the Tenor (*Elvino*, or Baritone (*the Count*), sang out of tune, and then the amateurs uttered a prolonged Oh! o-o! At Drury Lane, the house was half empty during the opera, and, except a burst of applause at Allen's admirable singing, it was listened to with the utmost indifference, and not a call was made for any artist at the fall of the curtain. But the two *pas* of Dumilatre and Pétipa, between the acts, called forth tremendous *furore*—one, indeed, being encored. Numerically, the English chorus was much greater than the German one, but there was care and attention bestowed by the latter, whilst in the former, there was apathy and carelessness. The band was about the same in numbers; but, what a marked difference between the slovenly and characterless execution under Schirra's baton, and the crispness and mellowness under Guhr's vigorous conductorship. At Drury-lane, the wind instruments lazy and false, and the stringed ones without accent, firmness, or animation. The Teutonic, on the contrary, all unity and coherence—the violin bowing in one school with a sensitive delicacy in the observance of every *nuance*. The perfect training and discipline of a German operatic orchestra is beyond all praise. The excellence of the Frankfort choral and orchestral forces, with the genius of Jenny Lind, compensated for the utter failure of the tenor and baritone. Allen and Stretton were immeasurably superior to the German representatives of *Elvino* and the *Count*. Indeed, Allen's style of singing has so wonderfully improved of late years, that he not merely takes his stand at the head of English tenors, but he would now create a sensation in Italy. With the exception of Herr Mantius, of Berlin, he is equal to any existing German tenor of note. And Allen has gained his position by hard study, for he had to contend with physical defects in his voice; but it is astonishing what mind and feeling in style will effect over impaired or inferior organs. We wish we could conscientiously applaud Miss Romer's *Amina*. When she appeared some years since in this part her natural and energetic acting enlisted the sympathies of audiences. Now she appears to labour incessantly, and her elocution is remarkable for undue emphasis on wrong words. Her former simplicity has been replaced by a Surreyish fussiness and coarseness. In the stupid quarrel scene absurdly introduced in the English version of the "Sonnambula," Miss Romer gave to *Amina* all the airs of a *soubrette*. Jenny Lind does not throw herself on the stage, and drag *Elvino* in every direction, when *Amina* is discovered in the *Count's* room; but the eyes of the Swedish *prima donna*, and not the feet and arms, proclaimed her excess of despair so eloquently, that there were tears even from those who must not be seen to weep. One touch of exquisite naturalness is worth a whole scene of conventional stage bombast. We are willing to believe that Miss Romer was out of voice last Monday night, for we should, indeed, regret the decay of her splendid organ, but her intonation was painfully untrue in her opening cavatina. She was happier in the *finale*, although it was taken much too slow: it is a joyous outbreak of *Amina*, requiring much finish of style, and affording to the well-trained artiste a magnificent opportunity for florid display, of which Miss Romer did not successfully avail herself.

Mr. Wallace's new opera, called "Maritana," founded on the popular drama of "Don Cesár de Bazan," is underlined for next Thursday, after which Mr. Benedict's new work will be put in rehearsal. We would recommend the manager to increase his repertory by the revival of some standard operas. At present, the bills exhibit weekly a repetition of the "Bohemian Girl," the "Enchantress," &c., which, we fear, now can no longer benefit the treasury.

THE PHILHARMONIC SOCIETY.

We have great pleasure in announcing that the question of the Conductors' of this admirable institution has been definitely arranged by the Directors, and that Signor Costa has accepted the appointment for the eight concerts of the ensuing season. Every true amateur must feel delighted at this decision. The admirable organisation of the Opera orchestra, the work of years, by that distinguished musician, has been the subject of European admiration; and there can be no doubt that his talents will be exercised with a similar result for the Philharmonic Society. Signor Costa, although a Neapolitan by birth, is cosmopolitan in his musical opinions. He reverences the great masters, and he loves melody in whatever country he may find it. In the absence of all bigotry for particular schools—in his marvellous appreciation of the qualities of instruments, in his perfect knowledge of orchestral effects, and in his devoted attachment to the interest of his profession—the great qualities of Costa have always been recognised. He has the faculty of attaching the members of a band to himself personally, whilst, at the same time, he is firm and unbending in the exaction of its

duties. This nomination is calculated to raise the character of the Society, and to excite unprecedented interest for the performances of the season 1846.

FRENCH PLAYS.

The enterprising lessee of the St. James's Theatre commenced the season of these attractive performances on Monday evening. During the recess the house has been entirely redecorated, and now presents decidedly the most elegant interior in London, whilst, as regards the comfort of the company in the gallery and upper boxes, a very great improvement has been made in substituting a glass chandelier under an open net-work, for the heavy *papier maché* affair, which converted the upper part of the house into an oven. All the appointments are in the best possible taste, reflecting the highest credit upon those who have had the suggesting and arranging of them.

The first performances of the season introduced to us M. Lafont, of the Vandeville and Variétés Théâtres; and Mademoiselle Eugenie St. Marc, of the Vandeville. M. Lafont's name is well known to the connoisseur in the theatrical affairs of Paris. He is pleasantly styled the Athénée of the latter theatre. The characters generally played by him are those roles which make husbands jealous and ladies coquettish: whether in the garrison, the village, or the boudoir, M. Lafont's representation of the gallant is excellent. In Collé's comedy of "La Partie de Chasse de Henri IV," in which he appeared on Monday as the gay King, his reception was very flattering. The play is founded on our old story of "The Miller of Mansfield," and the part afforded good scope for M. Lafont's acting. He was well supported by our old favourites, M. Cartigny and M. Lemandre; and a débutante, Mademoiselle Héloïse, promises to become a most attractive member of the company. She is, we believe, from the small theatre on the Boulevards, the Débâtements Comiques. In the little comedy of "La Sonnambule," we were much pleased with Mademoiselle St. Marc's performance of *Cécile*. Her countenance is expressive and intelligent; and we are convinced that she will become a favourite with the *habitués* of the theatre, of whom we were glad to see a very full muster on this occasion. Altogether, the season has opened well; and the announcement of the artistes who are to appear—which occupies one entire side of the bill—gives promise of a succession of well-sustained and attractive performances.

COLOSSEUM.

On Monday evening last we were present at the private view of a new feature in the attractions of this unrivalled exhibition. The whole of the magnificent conservatories, which were, hitherto, closed at night, were most brilliantly illuminated by a number of elegant glass lamps depending from the points of the Moorish roof; and, in the aviaries, some gracefully designed Gothic lanterns, multiplied to infinity by the panels of looking-glass, appeared shedding their light in long avenues, to the termination of which the eye could not reach. The effect altogether was perfectly one of enchantment, completely realising, if not surpassing, all the gorgeous splendour of the Arabian Nights' Entertainments. The view of Mont Blanc and the Mer de Glace was also shown under the light of an artificial moon; by which the snow-covered peaks of the Alps were thrown out with singular truthfulness; whilst the natural sky above, with the stars twinkling, gave an air of startling reality to the entire scene. Some effective additions were also made to the view of London by Night, the principal one being the passage of a thunder storm, accompanied by rain, wind, &c. A fine organ has been erected in the circular museum of sculpture; and some of the most popular music, excellently performed upon it, gives increased pleasure to the visitors. It is difficult to find any fresh terms of praise for this beautiful work of art, whichever of its attractions is selected. Every eulogium has been long since exhausted. We can only tell our readers that if they have not visited the Colosseum, they have yet to see the most marvellous exhibition in the world; for such we really believe it to be.

A RAMBLE IN THE REALMS OF CHAT.

Whatever may be the case with the Corn and Potato Crops, there is at least no famine in the Article of Gossip; and if Speculation in Railways is not so brisk as of yore, speculation in human affairs generally has a vigorous progress. Tongues do wag continually, and the talk of the community tarries not. November has dawned or rather fogged upon us, and we are beginning to take the consequences of his appearance. The old Almanack-makers used to account to him a suspicious dog—ever wakeful of mistrust and doubt. They called him

A dark old gentleman with cloudy fist,

during whose reign,

Though nothing's stolen, everything is mist.

But the damp old dog is merry under all misgivings:—doth he not bring us to the feast of Guys, and induct us into the pageantry of Lord Mayors' Shows? Are not little boys now shouting under our windows,

Hollo! boys—Hollo! boys—hurrah!

And have we not a vision of the City Charger, the Sheriffs' Carriages, and the Mace?

Apropos of Guys—they are a suggestive race of puppets: they involve in the mind's eye the possibility of political and social personations. As for instance—

The Stags who went to Capel Court
And told such mighty heaps of lies,
Might all be well rigged out for sport,
And carried through the town as Guys!

Directors of all humbug lines
That dust have thrown in people's eyes,
The ruined gamester now opines
Ought all to be exposed as Guys.

George Hudson is a Railway King,
But he makes cautious use of pelf;
His good example's just the thing,
Or he might be a Guy himself.

Windsor election's going on,
We hope that *Walter* may get in, Sir,
We do indeed—then Colonel Reid
May flourish as the Guy of Windsor.

We believe we may venture to cut the Guys, to record a very creditable anecdote of the Lord Mayor Elect, who is reported to enter feelingly into the prospects of a famine (as what Alderman does not), and to be tinctured, by the contingencies of the moment with a Cobden-like desire to see corn free. It is known that he gave feed the other day, in honour of his formal inauguration into the Mayoralty. It was a luminous spread—well prepared, and vinously provided with beverages worthy of the Cursor-Barons. His Lordship, previous to the arrival of the company, went into the Banquet Hall, to see all right. The wines were regimentalised previous to uncorking, and the intelligent head-waiter instigated to my Lord Elect—"My Lord, here are the Sherries, the Madeiras, the Claret, &c. Which would your Lordship like us to open first?" To which his Lordship condescendingly retorted—"Madeiras! Sherries! Claret! Tat! tat! this is a time of comparative famine, Sir, and the thing speaks for itself—open the Ports, Sir! open the Ports!!!"

"Oh, My Lord! I beg your pardon, Sir," said the waiter, "but I thought Government had done that already."

We believe that, during the week, there have been a great many good, honest people, who have participated in the delusion of Alderman Johnson's head waiter: nevertheless, the ports have not been opened, although the game of Guy has been played, as we described, and a Cabinet Council held for the occasion.

The potato malaria, we lament to believe, promises to entail real calamity on the people—and in Ireland, at least, the gaunt form of famine is already rising from the soil. Four millions of the peasantry may too surely look to starve, if foresight, mercy, and benevolence do not come to the rescue of the poor.

To pass to themes more cheerful: the world of theatres has been titivating itself into a costume of gaiety, and there has been some battling among the ruling spirits.

Bunn and Maddox have been excitedly charging each other about the copyright of "Le Diable à Quatre," and Adolphe Adam and Jullien have been brought into the fray. Their epistolary correspondence was quite *pistolar*; and, as one consequence, the *piece* at the Princess' has gone off remarkably well. Bunn, in his own park, tried to change a "Princess into a Deer"; but, the first night, it was shot by the audience as dead as any Stag in Capel-court. Mitchell has begun the French Plays, and polished up the St. James's.

ELECTRICITY, MAGNETISM, AND LIGHT.—At the meeting of the Royal Institution on Monday, Mr. Faraday, its Fullerian Professor of Chemistry, announced to the members present, that in the prosecution of his researches in electricity and magnetism, he had succeeded in obtaining experimentally what he had long sought for—namely, "the direct relation of electricity and magnetism to light." The details of his experiments, which exhibit the magnetization of light, the illumination of the lines of magnetic forces, and a new magnetic condition of matter, will be presented to the Royal Society immediately; but the public illustration of the several phenomena will be deferred till the approaching evening meetings of the members of the Royal Institution.

ACCIDENT TO THE SCREW STEAMER "MARMORA."—The American screw steamer *Marmora*, Captain Page, thirty-six hours from Liverpool for Constantinople, arrived at Cork on Sunday afternoon last, her coals having ignited ten hours after she left the former port. She brought up at the flagship, from which vessel marines and sailors were sent to assist in extinguishing the flames. Captain Page left in a boat which boarded him at the lighthouse, and proceeded with all despatch to her Majesty's ship *Crocodile* for assistance, which was immediately rendered by the officer in command sending four boats, with a number of officers, seamen, and marines, and a fire-engine. The fire on board the *Marmora* was got completely under, but the discharging continued, as she must discharge all before she proceeds on her intended voyage.

OUR MAGAZINE COLUMN FOR NOVEMBER.

RAILWAY CALLS.

Every man in the present day is a holder of shares in a Railway, that is to say, he has got some pieces of paper, called scrip, entitling him to a proportionate part of a blue, red, or yellow line drawn across a map, and designated a Railway. If the coloured scratch runs from south to north, it is generally called a Trunk line; if it "turns about and wheels about" in all directions, leading to nowhere, on its own account, but interfering with every Railway that does, ten to one but it is a Grand Junction; and if it lies at full length along the shore, it is of course a Coast line. Trunk lines are generally the best, because the word trunk naturally connects itself in the mind of the public with the idea of luggage, and a good deal of traffic is consequently relied upon. Grand Junctions are good speculations, as troublesome customers likely to be bought off by larger concerns, which would consider them a nuisance; and as street-musicians generally expect a consideration for moving on, a Grand Junction may ask a good price for taking itself off from an old established Company. As to a Coast line, it is usually thought to afford an opportunity for boasting of the support of the Government; and certainly, in case of an invasion there might be the traffic of a few troops, though otherwise it does not seem very likely that the Government would want to keep sending the soldiers up and down, for the mere sake of the sea-air by the side of the water.—*Cruikshank's Table Book*.

INTELLECTUAL WALL-PAPER.

We have some idea of establishing a literary house-agency for supplying builders and others with intellectual wall paper, at the cheapest rate, from moral essays for the study, to narcotics for the bed-rooms, and polite literature for the butler's pantry. We would undertake to paper a six-roomed house complete, with a ghost story for the two attics, a sketch of character and a comic song for the two best bed-rooms, a series of charades, in sets of three to the yard, for the sitting-room, and for the kitchen a romance of real life, to be called the "Scull of the Scullery, or the Fatal Kitchen-Stuff." We contemplate inserting in the *Times* an advertisement to the following effect, in order to get together an efficient staff for our new speculation:—"Wanted, a number of persons in the literary line, to whom constant employment and good wages will be given. A few sentimental hands are required at once, and a person accustomed to fiction may find this advertisement worth attending to. Poets treated with on liberal terms, either by time or piece-work, or at the rate of so much per poem, couplet, or stanza. There is a vacancy for a pupil in the ethical department. A good price given for ready-made maxims adapted for bordering. Jokes purchased by weight or measurement, in quantities of not less than a bushel.—N.B. No punster need apply, as it is the determination of the proprietor to keep the concern respectable."—*Cruikshank's Table Book*.

SPAIN.

A peculiar interest, in connection with the Peninsula, must ever be cherished in Britain. The sea around her rocky coast, from age to age, from the times of Drake to those of Collingwood and Nelson, has been the field of naval victory, and a home of glory to "the flag that braved a thousand years the battle and the breeze." And in high rivalry, the land, along its plains, and streams, and mountain-passes, has been witness to British triumph, from the era of the heroic Edward the Black Prince, to that of the mournful honours of Corunna, hallowed by the ashes of Moore—and of the dazzling career of Wellington, advancing from conquest to conquest, by Talavera, and Salamanca, and Vitoria, till at length the heights of the franchised Pyrenees were crested with the victorious banners of Britain.—*North British Review*.

FATE OF NATIONS.

Where are now the mighty cities and empires of the earth? Babylon is forgotten. Nineveh, "that great city," lies silent, and undistinguished from the wastes around. Thebes and Luxor possessed their thousands of busy, ingenious, and refined inhabitants. All the arts calculated to benefit and adorn life were intimately known and practised by

CHESS.

To CORRESPONDENTS.—We are truly gratified and flattered by the interest manifested among all classes of Chess Players for the success of Mr. Staunton's projected version of M. Heydebrandt's great work. Suggestions, many of them most serviceable, and proffers of assistance in the laborious undertaking from parties ably qualified to render it, continue to pour in from every quarter. In reply to numberless inquiries concerning the degree to which Major Jaenisch's invaluable "Analyse Nouvelle" will be made available, we take this opportunity of saying that no deviation of importance between these two distinguished writers will be passed unnoticed, and that every point in which they are at issue with each other, or with their able contemporaries in the same walk, Messrs. Lewis, Calvi, and Silberschmidt, will be explained and commented upon, not only by the translator, but by the authors themselves, with whom he is in communication on the subject; so that the new translation will, in fact, contain all that is valuable in the published works of Heydebrandt and Jaenisch, and much, in the shape of corrections and improvements, which they have originated subsequently.

"S. A." Durham.—The problems, Nos. 2 and 7 especially, are very clever. Your variation of the Rev. Mr. Bolton's beautiful, but unfortunately false, position is also ingenious, and shall be given.

"D. W. II."—A prospectus of "The Handbuch" will probably appear in the next number of "The Chess-Player's Chronicle."

"A. J. G."—The King cannot take the Rook in your diagram, because, to do so, he would go into check of the Knight.

"J. A. K."—A piece cannot be taken in the act of Castling.

"C. U."—Your solution of 92, as well as Mr. Bolton's, is imperfect; and we believe it is impossible to effect the mate in four moves any way.

"W. S., a Novice."—You may Castle your King after he has been in check, but not while he is in check. Stalemate is a drawn game.

"Rev. R. M." and "J. H." Woolwich.—Received with thanks, and shall be duly examined.

"X. T."—Your solution appears correct. To whom are we to address the diagram you wish returned?

"Chesso-Mania" and "J. C. X."—In the problem by the Honorary Secretary of the London Chess Club, mate must be given in five moves with a Pawn.

"A Constant Reader."—Chess is played, we believe, in nearly every Literary Institution in London.

"Pete" is right.

"X. T."—We have not space to give the opening moves; consult "Lewis's Chess-board Companion" or "Tomlinson's Amusements in Chess."

"D. W." "A. J. M." "D. N." "J. A." and "Alpha."—True: we also doubt the possibility of mate being given in 92 in four moves.

"R. M. T."—You may get "The Souvenir of the Bristol Chess Club" at the office of "The Chess-Player's Chronicle," Carey-street, Lincoln's-inn.

"W. B."—We do not know the price of "Philidor's Treatise on Chess of 1790."

"H. L." Maryborough.—Write to any London bookseller.

"A Senior Soph."—A Pawn moves two squares on the first move is liable to be taken; consequently, your solution is imperfect.

"Automaton."—See notice above to "Chesso-Mania." The solution to Mr. D'Orville's fine problem in our Number for Oct. 23 is as follows:—White: 1. Kt to Q B 6th (ch); 2. B to Q B 5th; 3. B to Q K 4th; 4. K to Kt 2nd; 5. P takes P, mate. Black's moves are all forced; and it is therefore unnecessary to give them.

"A. Moderate Player," "A German," and "R. T."—You are quite right: K to Q 3rd effectually bars the mate in Problem 92.

"Holmesfield House."—"A." can have more than one Queen on the board at once.

"94."—You must take the Pawn en passant, literally, and not after the lapse of a few moves. The paper containing the game you refer to is not at hand, but we will look to it hereafter.

"H. D. B."—We have no idea of the sort of Chess Board you mention. Try Sherwin, of Queen-street, Lincoln's-inn.

"B. M. P."—A private communication has been forwarded.

"F. R. W."—About equal in value till the end of the game, when we prefer the Kt.

"J. J."—The variation you suggest has also struck "S. A." of Durham; and we may probably make it public.

"A. R." is thanked; but his proposed change in the notation will never be favoured, we believe, in this country.

"J. B." Greenwich.—The King can Castle after having been in check, but not when in check.

"J. C. X."—We are sorry we have not a file of papers to refer to the Problem by Mr. Kuiper which puzzles you.

"G. W. W." Brighton.—The expense of type for Chess Diagrams is very considerable.

"R. L. L." Camberwell.—A piece placed as you describe checks the adverse King, and the said King must be moved or some interposed.

"T." Marazion.—See notice to "Chesso-Mania" and "Automaton."

Solutions by "J. B. P." "Rev. R. M." "W. H." "X. T." "D. W." "Two

"Novices," "W. B." "C. S. P." "A. J. M." "J. B." "D. N." "W. D. B."

"J. W. R." "Wallace" "F. C." "E. B." "Alpha" "C. R. M." "C. M."

Edinburgh; "G. A. W." "P. W." "G. H." "L. S." "A. Rugbaean,"

"T." Marazion; "A. R." "A. M." "J. G." Dublin; "A. Templar,"

"F. F. de Z." "W. J." "F. N. M." "H. H." "R. L. L." "J. L. C."

"E. M." and "J. M. L. E." are correct. Those by "J. R. S." "Miss F." "

"D. D." "R. H." "A Lover of Chess," Liverpool; "H. P." "T. D. H."

and "G. M. F." are all wrong.

** PROBLEM No. 92.—We have received a communication from Mr. Bolton, expressive of his deep regret and vexation at finding that, in the Diagram he forwarded, and which appeared in our Number of the week before last, the checkmate may be postponed beyond four moves. The position is now under going a rigid scrutiny, and will be presented in an amended form hereafter; in the meantime, we beg, on our own part and in the name of our respected Correspondent, to apologise to the Readers of this Department for the trouble we have unwittingly occasioned them.

SOLUTION TO PROBLEM, No. 93.

WHITE. BLACK.

1. P takes P (ch) K takes P
2. Q to K R's 5th (ch) K to R's 2nd or
3. Q to K B's 5th—mate

* 2. K takes Q

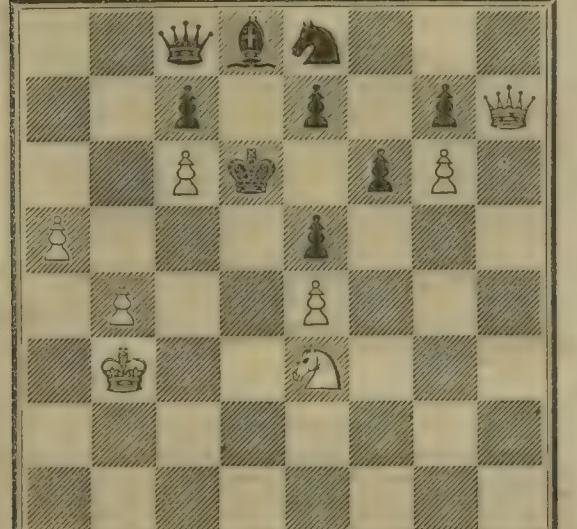
* Kt to K B's 4th—mate

PROBLEM, No. 94.

This clever and instructive study, is the invention of Mr. J. W. Barnes, a promising amateur of Durham.

White playing first mates his adversary in four moves.

BLACK.



GAME NO. 27.

In this fine game, played some years ago, Mr. Lewis gives the Pawn and two moves to one of the first players of that day.

(Remove White's K B P from the Board.)

BLACK (Mr. —), WHITE (Mr. L.) BLACK (Mr. —), WHITE (Mr. L.)
1. K P and Q P two Q Kt to Q B 3rd 18. Q B to K B 4th Q R to K Kt sq
sq sq 19. Kt to K 6th sq K R P two
2. K B to Q 3rd K P two 20. B takes Kt P takes B.
3. K B P two Q P one 21. K to R sq K R P one
4. Q P one Q Kt to K 2nd 22. K Kt P one Kt takes Kt P
5. K B P one K Kt P one 23. B takes Kt R takes B
6. K Kt to K B 3rd Q B P one 24. K B P one K B to its sq
7. Q B P two K Kt P takes P 25. K B P one B takes Kt
8. Q ch at K R 5th K Kt to K Kt 3rd 26. P takes B B to Q B 4th
9. K P takes P Q to K R 5th, ch 27. Q R to K sq B to Q 3rd
10. Q takes K Kt takes Q 28. Q R takes P K to Q sq
11. Castles K B to K 2nd 29. Q R to K B 5th K R to K B sq
12. K Kt P one K P one 30. Q B P one B to Q B 2nd
13. K B takes P K Kt to K B 3rd 31. Q R to K B 3rd K to his 2nd
14. K B to Q B 3rd Q Kt to K Kt 3rd 32. Q R to K 2nd R to K Kt 3rd
15. Q Kt to Q B 3rd Kt to K 4th 33. K R to K sq R to Q sq
16. K B to K 2nd Q B to Q 2nd 34. Kt to K 4th sq R to Q 4th
17. Kt to K Kt 5th Castles with Q R 35. Kt to Q 6th sq, and wins.

* This is a bad move.

NATIONAL SPORTS.

The most important and most popular of our National Sports has come to a conclusion—the racing season of 1845 has ended. Taken as a whole, perhaps, it was as brilliant an anniversary as the turf has known. It was productive of a great deal of sport: it gave evidence of the public taste everywhere being on the increase for the boon business of the course, and it witnessed the first appearance of some of the most dashing débutants the ring has seen since the days of Mellish. It is a pity the mysterious story of the Irish Baron should descend, with its records, to posterity. Whether its designs were "wicked or charitable," they were not such as ought to have been mixed up with British chivalry. Had it been known that the winner of the St. Leger had passed into fresh hands previous to the Cesarewitch, he, most probably, would not have stood the market, as he did, for double events, and what not. And why was it kept secret? Why was there a juggle about it?

"There be no tricks in plain and simple faith," says Shakespeare; the shadow of suspicion should not attach to the conduct of those who are allowed the privilege—to say nothing of the profit—of associating with the highest in station and consideration of the land, in their engagements of honour. Let us believe all concerned in Mr. Watt's horse, were, one and all, honourable men, still the affair was not a pleasant one: it was not according to the spirit of the turf practice of those whose connection with that sport have won for it the countenance and the confidence of persons of probity and substance. Let us, therefore, have no more untoward events of the kind, and let not racing accounts be regarded in the same category as tailors' bills, to be settled three hundred and sixty-five days after convenience. Above all, let not the present indifference of default be persisted in: the least we may ask of gentlemen in difficulties, is, that they

Boldly proclaim that pay they won't—or can't—
And liquidate at once—or else levant.

While all the world is canvassing the effect of the railway panic upon the "bulls" and "bears," one hears nothing of its operation upon fox-hunters. At this instant railroad crisis, how fares it with the chase? There is a story, as old as the hills, of the late Earl Spencer's huntsman, the famous Dick Knight, who, overhearing some philanthropic observations of his master about the ruin of the nation—it has been utterly and irretrievably undone five hundred times within our own experience)—exclaimed, with a sigh, "Ay! I ruined the country when they made the Oxford Canal." The annihilation of fox-hunting was foretold as a certain consequence of railways: up to this hour, has a single accident occurred to hounds, horses, or hunters, arising out of any line in existence? Certainly not of any account.

Should the day ever come when, to use an expression of the author of "The Noble Science," the face of our island shall resemble a gridiron, then indeed an excursion in search of a day's sport with hounds would probably be as vain as one after the picturesque; but, so far as railroads have gone, and as we think they may go, they afford facilities for the fellowship of sport that the disciples of land-craft never even dreamt of, in by-gone times, and facilities for enjoying it unknown to our forefathers. Before the project of iron highways was attempted, the vicinity of the metropolis of England had become anything but an agreeable hunting district. We saw the huntsman of a suburban park, a few seasons ago, made prisoner, shut up in a barn, and there confined with a chevaux de frise of pitchforks presented against his bowels till he paid a heavy ransom, and the moiety of his field marched before a magistrate, at a suit of trespass; and, to say truth, they did ride ruthlessly among pleasure bowers and melon frames—and how else could they do? People tell you, England is one entire garden: it's certainly nothing but villas, vegetables, parterres, and pianofortes, in a circumference of twenty miles, measuring from St. Paul's. Therefore, is it not a real blessing that a man can put himself, and his red coat, into a first-class carriage of the London and Birmingham, and his hunter into one of its flying loose boxes, and, having breakfasted in the parish of St. James, find himself, before the Pytchley, at one of their best meets?

This, the railway system now enables him to do at his leisure; next week we propose to show how it may most conveniently be turned to that account. In the meanwhile, summer having set in with the first of the present month, hunting is at a stand still, between the prevalence of dust—and violets. Coursing is not yet "in perfect season," so we hold our peace touching those untimely leverets which are cut off beneath the fervid sunshine. The only sport just now in the ascendant is cover-shooting; at pheasants, in the country; at pigeons, chiefly at the fashionable watering places.

TATTERSALL'S.

MONDAY.—The present state of the market is far from healthy, two or three parties (one of them a City official) having disappeared, and others having suffered so much from the panic, as to be what is vulgarly termed "hard up." We hear that a public announcement of the absences will be made in the course of a few days. The following quotations are governed by business actually transacted this afternoon, but in small amounts:—

DERBY.		
7 to 1 agst Sting	33 to 1 agst Malcolm	40 to 1 agst Hindmarsh
16 to 1 — Brocardo	33 to 1 — Fravener	50 to 1 — Malt
25 to 1 — Iago	40 to 1 — Voluntary c.	66 to 1 — Little Vulgar Boy
28 to 1 — Ginger	40 to 1 — Smuggler Bill	
		9. K.
12 to 1 agst Princess Alice	20 to 1 agst Cuckoo	20 to 1 agst Ballincleek's dam
	50 to 1 agst Malvoisie.	

THURSDAY.—Our task, this afternoon, was an easy one, and such, we suspect will be the case until after Christmas. It is simply to say that some eight or ten bets were made at the undermentioned prices:—

DERBY.		
7 to 1 agst Sting	25 to 1 agst Sprithed	30 to 1 agst Ginger
16 to 1 — Brocardo	23 to 1 — Iago	
20 to 1 agst Polka	23 to 1 agst Sister to Ballin-	25 to 1 agst Morverina
25 to 1 — Osprey (t)	keel	

NEWMARKET COURSING MEETING.—TUESDAY (EXNING FIELD.)

THE DERBY.

Mr. Moody's Robin beat Mr. Bennett's Witham
Mr. Fyson's Father Mathew beat Mr. Dobede's Diamond
Lord Stradbroke's Mac beat Mr. Squire's Omen
Mr. W. B. Smyth's Sportsman beat Mr. Vipan's Vampire
Lord Stradbroke's Miles beat Mr. Gillett's Graveney
Lord Stradbroke's Mawborn beat Mr. Nash's Cartwright
Mr. Dobede's Dunkirk beat Mr. Fyson's Fairfax
Mr. Dobede's Deerslayer beat Mr. Gillett's Guy Manning

THE CUP.

Mr. Gillett's Gift (late Dartford) beat Mr. King's Rhea
Mr. Nash's Captain beat Lord Stradbroke's Maiden
Mr. Fyson's Figaro beat Lord Stradbroke's Machine
Mr. Dobede's Damask Rose beat Mr. Bagge's Tell Tale
Mr. Bagge's Tomahawk beat Mr. Nash's Cruiskeen
Mr. Fyson's Farmer beat Mr. Moody's Rachael
Mr. Vipan's Veronica beat Mr. Bennett's Widewake
Mr. Dobede's Duchess beat Mr. W. B. Smyth's Sherwood

THE OAKS.

Mr. Vipan's Varna beat Mr. W. B. Smyth's Silesia
Lord Stradbroke's Mealey beat Mr. Vipan's Vesta

Mr. Fyson's Fenella beat Mr. Bennett's Willing Maid
Mr. Fyson's Favourite beat Mr. King's Rosetta

Mr. Gillett's Graciosa beat Mr. Bagge's Thetis

Mr. Dobede's Dew Drop beat Mr. Nash's Cuckoo

Mr. Dobede's Dowager Queen beat Mr. King's Ruth

Mr. Gillett's Gundreda ran a bye, Mr. Squire's Oxygen dr.

FATAL EXPLOSION AT LIVERPOOL.

Last Saturday evening, an alarming explosion of gunpowder took place at the shop of Mr. Richard Jones, ironmonger, Dale-street, Liverpool, which not only seriously injured Mr. Jones himself, but caused the death of his shopboy, John Buckstone, and

ECONOMY OF A MAN-O-F-WAR.



SHIP'S CUTTER.

tain class of officers, and is in the after-part of the main-deck. Here are located the commodore, lieutenants, master, marine officers, surgeon, purser, and chaplain. It is fitted with dormitories, or cabins, on each side, and these are furnished by their occupants generally in a style of exquisite neatness and taste.



SICK BAG, OR HOSPITAL.

LASHING THE HAMMOCKS.—Lashing is a term used among nautical men. To lash or secure the booms, spars, or boats, is to wind rope round them to the "skids," or other fastenings, so as to secure them from moving about, unless unashed, which means to untie. Our engraving gives an excellent idea of the busy scene on the "gun-deck," when the sailors are making their beds for the night.

CAPSTAN.—The Capstan is an instrument of great power, and has two drum-heads, one of which only is used at a time. To each drum-head are from twelve to fourteen spaces, in which are fixed an equal



SAILORS' MESS TABLE.

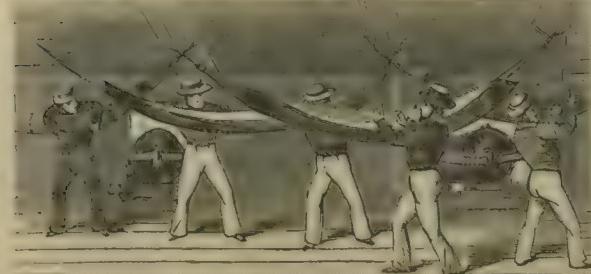
number of bars or levers of fourteen or fifteen feet in length, and to which are stationed, in the operation of weighing the anchor, a part of the marines, waisters, and afterguard, amounting to about 112 men, or more, if necessary. To the Capstan is attached, on the lower-deck, a rope of twelve inches or more in circumference, commonly known as the messenger, attended to by one watch of the gunner's crew, and hauled forward by the idlers, as those men are termed who do not keep watch. This messenger is again attached to the cable (which is fast to the anchor, to be weighed or raised up from the bottom), by a species of rope known by the name of "Nipper," which is put on by



WARD OR DINING ROOM.

the fore-top men near the hawse-hole, in the bows of the ship, and taken off by the main-top men at the main hatchway over the cable tier. The "nippers" are held on by the mizen-top men, and carried forward again by the boys of the ship. The men at the laborious work of the Capstan, when weighing the anchor, are generally cheered on by the exhilarating music of the drum and fife executing the popular airs of "Nancy Dawson" or "The Girl I Left Behind Me."

SIX-WATER GROG.—A seaman or marine used to be allowed half-a-pint of rum or brandy, or, in lieu thereof, one pint of wine, *per diem*; but, when spirits were issued, it was done twice in the day. As for instance: a gill of spirits was issued at dinner-time, to which was added three gills of water, making in all one pint of grog. To this liquid,



LASHING THE HAMMOCKS.



CAPSTAN.

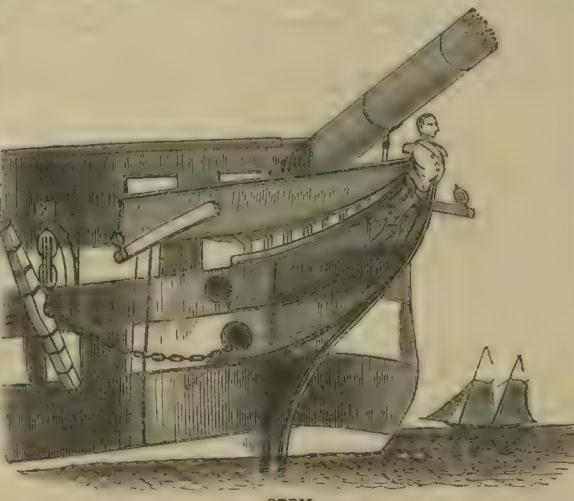
when the ship had been six weeks at sea, a proportion of lime-juice and sugar were added, making a pint and more of excellent punch. (In some ships, the lime-juice and sugar have been issued by itself, leaving the men to use it at their discretion.) But, when the men have abused the use of this beverage by frequent acts of intemperance, it is the custom to give six-water grog instead of three, thus inflicting a sad punishment on poor Jack.

STEM OF THE SHIP.—This is the fore part of the ship, to which the planking of the bows is fastened by the "gammoning" and "bobstays"—nautical terms for ropes and lashings.



SIX-WATER GROG.

THE BOATSWAIN'S MATE.—Is a petty officer, whose duties are similar to those of a sergeant of soldiers. He carries a whistle or call as a badge of his office; it is blown to excite attention, and by it many



STEM.

manceuvres are put into practice, and particular sounds indicate particular movements:—First, a long whistle means to hoist; then there is another to stand fast, or stop; then another to lower; and many others too tedious to describe; but all of which are well understood by those who are carrying on the various movements in hand. The Boatswain always attends at the gangway when the captain or admiral comes on board or leaves the ship; and gives a long shrill whistle when the bowman of the boat tosses his oar, and repeats it again when the captain sets his foot on the deck, and is received by the officer in command as well as by all the officers on board. This is considered a



BOATSWAIN'S MATE.

mark of great respect. The Chief Boatswain's Mate performs the same office to the commander and lieutenants. It is merely a mark of respect, but it apprises the crew that officers of distinction are coming or going, as the case may be, and generally causes silence and attention.

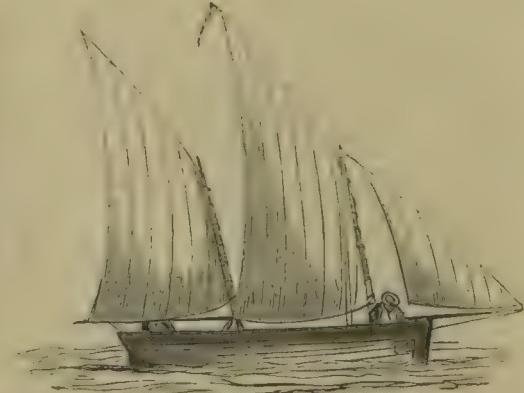


BOATSWAIN'S WHISTLE.

WEIGHING AND WORKING.—In well-regulated men-of-war the crew are so disposed of, or stationed, that one watch, or half the crew, are employed weighing the anchor, while the other half are employed in loomng and making sail. This is generally practised in open roadsteads, when there is plenty of room, though it generally takes all hands to "cat" and "fish" the anchor, which is of great weight. (In line-of-battle ships about 76 cwt.)

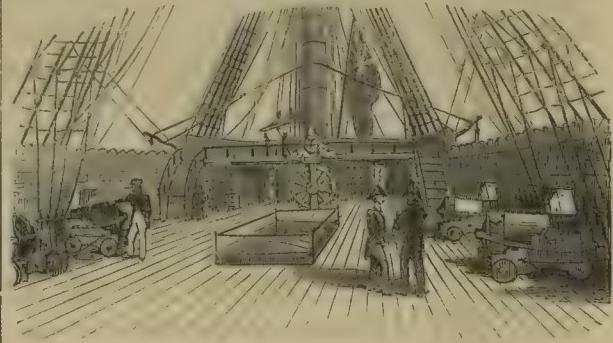


WEIGHING ANCHOR.



SHIP'S PINNACE.

LOWER DECK GUN.—This is one of the guns of the principal battery of a line-of-battle ship, and is generally of the calibre to receive shot of thirty-two pounds weight. In modern armament are introduced four guns of the calibre of sixty-eight pounds, for the purpose of throwing shells. It will be well if in the course of battle, ships are not blown up by placing live shells amidst the active artillery; for, how-



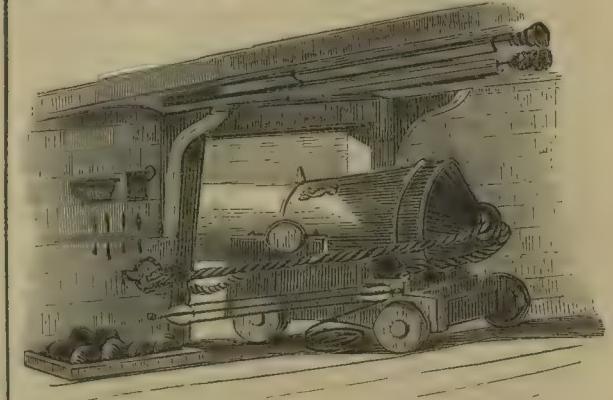
QUARTER DECK AND POOP.

ever careful the gunners may be, it will be next to an impossibility to avoid accidents of this nature with so combustible a material. The thirty-two pounders are generally worked or manœuvred by thirteen men and a boy, as follows:—Two forecastle-men, or prime seamen; four topmen, or able seamen; two afterguard, or ordinary seamen; two waisters, or landsmen; two marines, one mizen-top man, and a boy to fetch powder ("a powder monkey"); they are selected of equal number from each watch, so that when a ship has to fight from both sides, the starboard watch remains with the guns on the starboard side,



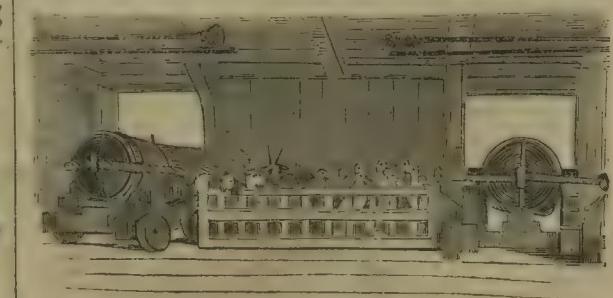
WORKING A GUN.

and the larboard, or port watch, on the port side, and are thus designated:—Two captains—first and second; two firemen, two sail trimmers, two pumpers, two boarders or small-arm men, two spongers, and one powder boy. On any other exigency each gun contributes its quota of two men, who are headed by an officer selected for that purpose. As, for instance, a roll of the drum summons the boarder, and each gun supplies two men who are commanded by the senior lieutenant, assisted by the lieutenant of the small-arm men, and by that division of marines always prepared for that purpose.



LOWER DECK GUN.

STOWING OF STOCK.—There is in all ships, between the fore and main hatchways, on the main-deck, a regular fixed sheep pen of two tiers, each about four feet high, and capable of holding 18 or 20 sheep each. One part is appropriated to the admiral or captain, and the other to the officers of the ward-room, the sheep being under the charge of the sheep butcher, who attends them three times a day. When more stock is taken on board, for which there is not room in these pens, the executive officer generally has it placed between such guns on the main-deck as are not likely to be disturbed until the ship goes to sea, and the long-boat, or launch, is hoisted in. The inside of this boat, usually, is then allotted to receive live stock.



STOWING OF STOCK.



SCENE FROM THE BALLET OF "LE DIABLE A QUATRE," AT THE PRINCESS' THEATRE.

THE THEATRES.

DRURY LANE.

Our theatrical readers may remember, that in No. 159 of the *ILLUSTRATED NEWS* we noticed the gorgeous fairy spectacle of the "Biche au Bois," at the representation of which we had been present the week before, at the Porte St. Martin Theatre, Paris; and that, whilst bestowing unmeasured commendation on the piece, and its *mise en scène*, we added that it would not do in London. The result of its production at Drury Lane, on Monday evening, when it was brought out under the English title of "The Princess who was changed into a Deer," has proved our opinion to have been a correct one.

It is long since we have seen a condemnation so entirely and ludicrously brought about as that which awaited this unfortunate burlesque, on Monday. The audience, at the commencement, were quiet enough; but, long before the first hiss was heard, we knew it must come, if the dialogue and incidents did not "pull up" a little.

The earliest expressions of disapprobation were met by vigorous and overwhelming applause; then, as the piece got a little worse, instead of mending, the parties became balanced; and, lastly, the dissentients had it all their own way. And then, very funny indeed did they become, perpetually supplying the jokes which the author, somehow or another, had forgotten to put in the piece. In fact, the two or three last scenes passed in comical dialogue between the actors and the audience. Every speech was eagerly laid hold of, on which an ironical cheer or derisive laugh could be grounded—Mrs. Selby, Harley, and Wieland, being the principal targets for the shafts from the pit and gallery. There was no ill-humour; on the contrary, everybody was highly diverted, and in an amazingly merry mood—that hilarious turn which the disposition of an audience sometimes takes, and which is so very fatal.

The burlesque was adapted by Mr. Maddison Morton. Unless we had seen this printed on the *libretto* we could not have believed it, looking to the very many hearty laughs we have enjoyed at the pleasant pieces that gentleman has written. It lacked jokes sadly; and jokes or allusions are the life and soul of a burlesque. Other causes, also, contributed to its failure. With the exception of Harley, the cast was lamentably ineffective, and will not bear to be mentioned in any way by the side of that at the Porte St. Martin. Certainly a great deal had been expended in putting it on the stage; but still it was far behind the original in effect. The extreme beauty of detail, and artistic arrangements every where visible in the "Biche au Bois" were no where apparent; and the most splendid scene in the piece as played at Paris—"Le Roche Terrible," which formed the eleventh tableau, and was possibly the most remarkable "set" (in theatrical parlance) ever put on the stage—was altogether left out. The best thing in the Drury Lane version was the scene of the fishes; but here again the points were lost sight of. We well remember the roar of laughter at the Porte St. Martin, when the carp moved her practicable eyes and languished at the Prince, before returning the ring he comes in search of.

We fear nothing can be done with "The Princess who" &c. This is to be regretted for the sake of all parties concerned, and especially on account of the expense incurred in its production. We would almost suggest to author and manager the propriety of withdrawing it, until it has been entirely re-written in good burlesque verse, filled with the necessary complement of allusions. This we admit to be an unusual course; but, it is evident that in its present state it will do but little service to the theatre, if any at all.

By the DRURY LANE bills of the week we see that "The Princess who" &c., has been withdrawn, since the above notice was written. It is said that it is the intention of the management to reproduce its most remarkable effects in the Christmas pantomime. In the meantime, Mr. Wallace's opera is in active preparation: and a new grand ballet is underlined, which will bring forward several dancers new to the English stage.

Mr. and Mrs. Walter Lacy appeared at the OLYMPIC on Monday, and were received with loud applause. A new apropos farce, "The Railway King," has been successful; and affords to Mr. George Wild and Miss Kate Howard, an opportunity of displaying their talents in the line which experience has proved to be the popular one with the patrons of this theatre.

The bills of the ADELPHI, PRINCESS', and LYCEUM, have remained nearly th-

same during the week, a proof that the present entertainments are sufficiently attractive. Nor, indeed, are any novelties underlined. The latter theatre closes next week; but at the other two, each of which has adaptations of "Le Diable à Quatre," promises to run on till Christmas. We have engraved a scene from the version at the Princess' Theatre! *Mazourka*, the basket-maker, employing something more than conjugal coaxing to induce his wife to dance.

SKETCHES OF IRELAND.

KILKENNY.

"Fair Kilkenny," so Spencer styles it, is in the province of Leinster, an inland county. The country is level, but, the soil being very fertile, the prospect is, at all times, cheering.

The first object that strikes the visitor on entering Kilkenny is its famous Castle, the ancient and present seat of "the Ormonds," standing on a small hill that overlooks the river Nore. It has recently been put into complete repair by its noble, respected, and estimable lord; and now, therefore, recalls little of its early history. It is said to have been originally erected by Strongbow; to have been afterwards destroyed by the Irish; and to have been rebuilt, in 1195, by William, Lord Marshal, Earl of Pembroke. In 1391 it came, by purchase, into the possession of James Butler, third Earl of Ormond, in whose descendants it has remained vested—while so many other properties in Ireland have changed hands to the present day.

The principal attraction in the Castle is the picture gallery, 150 feet in length, and containing a fine collection of portraits. From the turrets of the Castle, there is a striking view of Kilkenny, and a magnificent prospect of the winding Nore and the fertile valley through which it flows. One is instantly startled by the singular effect, to be witnessed nowhere else in the world, of a large assemblage of houses, with the usual chimneys, from which no smoke issues; one of the marvels attributed to the city in the old rhyme—

"Fire without smoke, earth without bog,
Water without mud, air without fog,
And streets paved with marble."

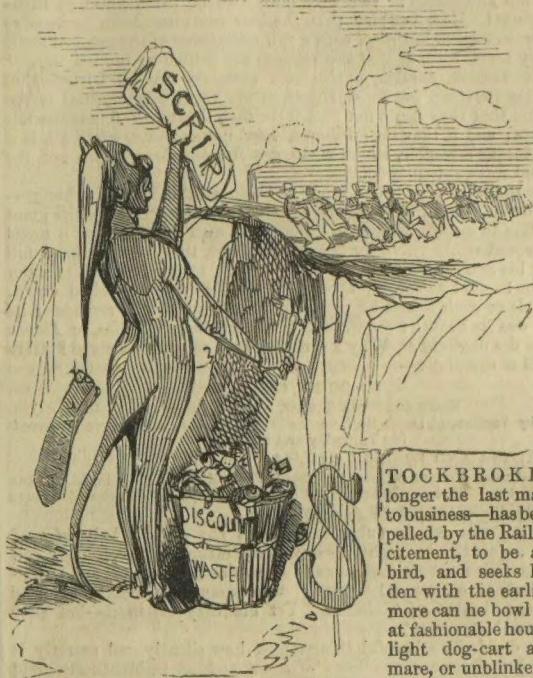
The Kilkenny coal gives no smoke; there are few bogs in the vicinity; the streets are literally paved with black marble; and fogs are very rare; and, although the Nore is here as muddy as the Thames at Bankside, a vast number of small streams run into it that are as clear as crystal.

Kilkenny consists of English-Town and Irish-Town—the latter, of course, the more ancient. The oldest part is "the Butts Cross," where formerly the inhabitants exercised themselves at the long-bow, to which they were compelled by several Irish statutes. The present Butts Cross stands on the site of the ancient Butts; and near it was the bull-ring—the scene of a sport once famous in Ireland; or rather among the Anglo-Irish.

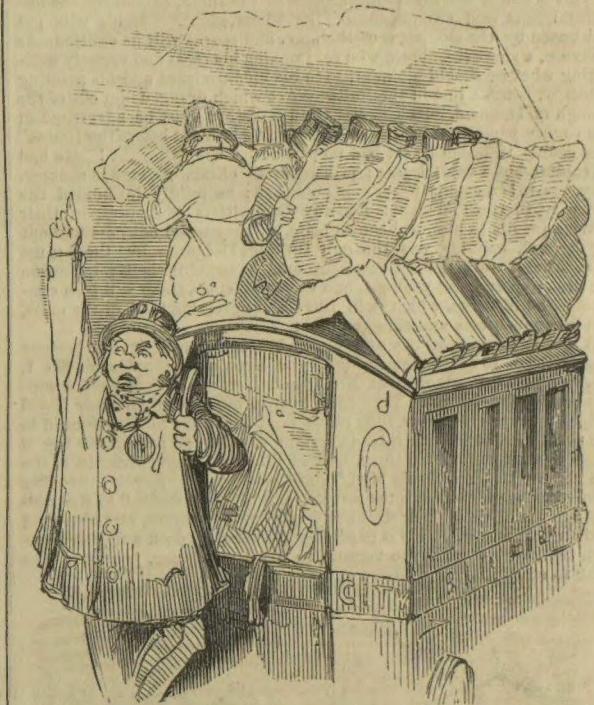
In Mr. and Mrs. S. C. Hall's beautiful work on Ireland, whence we quote the above, it is remarked that there is, perhaps, no city in that country so full of striking and picturesque ruins as Kilkenny. Remains of abbeys, castles, churches, and castellated houses, are to be encountered in every quarter. But, by many degrees, the most important and interesting of the ecclesiastical edifices of Kilkenny, is the Cathedral of St. Canice, an extensive and beautiful pile, founded in the reign of Henry II.: it is cruciform, and ranks next to the Cathedral of St. Patrick, and Christ Church, in Dublin.

Kilkenny has, for ages, been famed in Parliamentary history. The Statute of Kilkenny is an act memorable in the sad legislation of Ireland; but it was never completely executed, save in the county which gave it a name. It enacted that marriage, nurture of infants, or gossiped with the Irish, or submission to Irish law, should be deemed high treason. Any man of English race taking an Irish name, using the Irish language, or adopting Irish customs, was to forfeit goods and chattels, unless he gave security that he would conform to English manners. Finally, it was declared highly penal to entertain an Irish bard, minstrel, or story-teller; or even to admit an Irish horse to graze on the pasture of an Englishman! In consequence of the enforcement of this Statute, Kilkenny was sometimes emphatically called "the English County;" a distinction which it has long lost.

RAILWAY MANIA.
WRITTEN AND ILLUSTRATED BY ALFRED CROWQUILL.



TOCKBROKER—no longer the last man to go to business—has been compelled, by the Railway excitement, to be an early bird, and seeks his little den with the earliest. No more can he bowl to town, at fashionable hours, in his light dog-cart and fast mare, or unblinking trotter; he may now be seen, amidst a host of his stockbrokers, crowding the top of an omnibus—something after the sitting fashion of a batch of Undertaker's men going to a country job—discussing eagerly, and with deep interest, the only topic of the day; and, as the vehicle rolls by you, the eternal word Railway strikes upon your ear as it passes from mouth to mouth, and dies a natural death in the noise of the wheels of other rumbling vehicles: Clapham, Kennington, Brixton, and Wandsworth being the favourite localities of these monetary genii, as they approach the Elephant and Castle. Upon their road, the coachman pulls up just long enough to allow the well-known character, the Irish news-vender, to throw each individual his newspaper, and then bowls on again. The appearance of the omnibus changes entirely; the damp papers, just torn reeking from the press, are unfurled in the breeze, and flutter round and about. They devour, with eager glance, their morning meal of leading articles—quotations of prices—penny-a-line warnings, and notices of fresh speculations—thus priming themselves, on their journey to the great mart, with every information necessary for them to enter fully armed into the arena of business.



The Royal Exchange being the point at which the coaches and omnibuses disgorge themselves of their loads of speculators, they alight like a flight of crows, or any other more poetical birds, and the quiet morning becomes startled with their noise and clamour. Early as they may be, they still find waiters round their offices—from the frightened boy, with his first speculation, to the old man who has thrown away the staff of his age in the desire for gain, and who now trembles as he sees almost certain ruin staring him in the face; these all crowd round them with nervous questions as to how things are. They answer with the coolness of practitioners, with a "very sorry" to one, and a "very glad" to another—unconsciously dealing out death-warrants to some, and unexpected good fortune to others.

These scenes, since the slight panic, have become painful to a degree. Men pass you with smiling and calculating looks, as if they already clutched the Golconda; whilst others press forward, with knit brows, and pale, haggard faces, upon which is written the despair of ruin, apparently unconscious of the surrounding crowd that impedes their dogged course; they are stunned, but they must soon waken—but to what?

Desperate men dash on with a gay air, and revive at every gleam of sunshine in their favour; their minds are made up for the worst; come good, come ill, they are provided. If they play a lucky card, good, they still smile on, and are most respectable; but, should they lose the trick, they are nowhere! To such a pitch has this now arisen, from the frenzy of hope and despair, that many, knowing the suddenness of action necessary in the betrayer and betrayed, carry passports in their pockets, that they may close their hands upon what they have got, in case of failure, and fly.

The settling days are now watched with anxiety and terror, for all men connected with the Railway transactions are fully aware of the rotten foundation upon which the whole affair rests, and the mere chance of the speculators coming to the scratch in case of loss: the Broker, in this case, where he has purchased largely for any of the before-mentioned account days, by order of any speculator, is entirely at his mercy, and—as has been the case the last settling—some highly respectable men have been entirely ruined.

When we look at the grade of people who—not possessing a farthing—have bought and sold thousands within the last few months, the wonder is that the mischief is so little; at present, the blow wavers, but it will be struck—how soon, or how late, the cleverest man of business cannot calculate.

Ladies—even of high degree—have become business-like, and conned with cunning eye the Broker's list, selling and buying; accordingly, many have astonished their Brokers—even in their times of wonderful doings—not only by their early, condescending visits to their offices, but at the constant supply with which their speculation wallets are



SKETCHES IN IRELAND.—KILKENNY.

stuffed of the dear, delightful Scrip. Lucky creatures! all their applications seemed to have met with success: they flew at bold game, and were rewarded; and it is a fact, that, in one or more cases, they have sold, at one and a-half or two premiums, two or three hundred thousand pounds! How is this? that the fair creatures have become so suddenly women of business, with a full knowledge of the most difficult monetary traffic? Is it that the puppets are pulled by hidden hands? Brothers, fathers, cousins, uncles, &c., certainly are all Directors of everything they can get to be Directors of; then, how natural is the conclusion that they could not find it in their hearts to refuse the fair applicants; and if they do go shares, how natural—for, after all, it is only an insane scramble, where some get the *bon bons*, some get the kicks, and some get their deaths.

Under the immense load of Railway business, the Stock Exchange—even in its enlarged and improved state—seems too small for the giant Speculation to disport himself in; therefore, men have started a novel and improved safety valve for the Steam giant, that he may have full room for his antics: they sell his magic Scrip by auction! Yes, even by auction! Oh! that Scrip should ever come to be knocked down, like table or chair seized for rent. Why it loses half its romance; its mystery was its beauty; for what is a *Harlequin*, *Columbine*, or *Demon Sprite*, in the daylight? Why should we wish to be undeceived? Here is the bill of the play:—

Mr. GOING, GONE,

Share and Stock Broker, and Auctioneer!

Will Sell by Auction, at Doem Hall, on the 5th Nov., 1845, and on every succeeding Thursday and Monday,

BRITISH AND FOREIGN RAILWAY AND OTHER SHARES.

TERMS.—Under £20 per Share, 1s.; above £20 and under £50, 1s. 6d.; above £50 and under £100, 5s. This plan will combine cheapness with the advantage of open competition and greater publicity.

Publicity! who wants publicity? Does the elegant lady of *ton*? Does the apprentice boy, who, to buy Scrip, makes an involuntary collection from his master's customers? Does the sentimental and moral-loving Quaker? or the old-fashioned tradesman, who shakes his head at the dreadful state of business? Yet are they all in it—but they don't say so!

Scrip is decidedly a bashful thing: look how silently and secretly it has deposited fortune at the doors of some, and as insinuatingly crept into the undulating reticules of the daughters of the aristocracy, and, at the same moment, picked a pocket of its last farthing, with one of its many claws. But this last fact is not to be wondered at, when you consider the company it has kept of late being nothing more or less than that of the greatest thieves unhung, in the shape of blacklegs, stags, and *rôlés*.

Publicity, indeed! What will the Lady Stags say to it?—(I beg their pardon—dears they ought to be called by prerogative.)

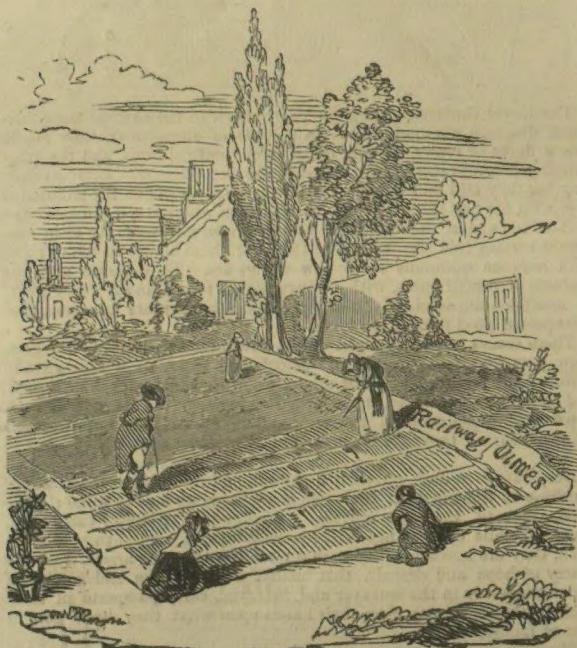
Then comes in the advertisement, or circular, of another Line, thus:—“Persons who wish to sell their shares, will oblige G. G. by forwarding their orders as early as possible, that the *Lists* may be published. Lists, indeed! Do they suppose people will consent to run a tilt to prove the best man, or that a rogue will come out in full brass, with his cognizance on his shield; no, much more like moles, who secretly scratch their way in the dark, hoping to come out safe at the last. The addresses generally conclude thus, viz.:—

“References for integrity and confidence to —”

Here follows a long list of names of persons who are supposed to know all about the above asserted integrity and confidence; the list is certainly rather long, which is very necessary in these times as far as integrity goes, for nobody now trusts anybody; but, as to the confidence no reference is necessary, except to the prospectus.

This is one of the many mushrooms of the times, caused by the unnatural heat and excitement of the whole globe. Men's wits get quickened by the sharpness of the play, and sparks will be emitted. As a person, a short time back, who sat smoking his cigar and vaguely wondering what he should do next, as to his independence and his pressing landlady, found a line in the Railway Act which dragged him out of the Slough of Despond. He saw “that all Railways must be advertised in the county paper so many times before being brought before the House.” The county in which he sat had no paper! Lucky thought! He had no capital, but a capital idea; printing was cheap, paper was cheaper. Hey, presto! a county paper was published; he mildly insinuated the necessity to the thereabout Railway Committees of sending in their advertisements to him, at his own price, as they could not pass without paying toll, and his was the only turnpike! Spirits like these must float, at least while the hubbub lasts, and the cauldron boils; but when the fire of speculation goes out, and the stuff cools, there will be a confounded lot of dregs, which will leave a disagreeable taste in the mass, and take much care and time to purify.

A single newspaper has swollen, and swollen until it has become large enough to cover your garden; you have your supplement No. 1, supplement No. 2, supplement No. 3, and last, though not least, a supplementary supplement. Post-office guards jump with all their Royal weight upon the bags, but they refuse most decidedly to be conveyed in the usual way, in the coach boats, before and behind; bag after bag is borne to what can't carry them, looking like a real representation of the sham “Miller and his Men,” until at last the Royal Post-office omnibuses are forced into the service, and they are carried to the rails that are the cause of their dreadfully swollen appearance, and conveyed to their destination. This is gradually growing to such a frightful extent, that, very soon, if you venture to buy a newspaper, you must take a cab to carry it home, and stop at home a week to read it!



COLLISION ON THE MIDLAND RAILWAY.—Another collision took place early on Friday morning (last week) close to the Methley junction, just below Normanton station, which, had it been a passenger train instead of a goods train, might have been attended with the most fearful consequences. It appears that a special wagon train was coming in a contrary direction. The collision took place between four and five o'clock in the morning, which was extremely foggy at the time. At this period a Midland passenger train was also due, and the man at the Methley junction, where the Midland branches off to York, and whose duty it is to attend to the points, thinking that it was a passenger train coming, turned the points in the wrong direction, by which means he placed the luggage train on the wrong line, and a most fearful collision took place between the two luggage trains, three of the carriages being entirely smashed to pieces. We are happy to state that no other damage was done, nor was any person injured. The line was speedily cleared of the obstruction, signals having been sent to Woodlesford and Normanton stations to stop any train from advancing until the line was perfectly clear.

THE MARKETS.

CORN EXCHANGE (Friday).—The arrivals of English wheat for our market this week have been on a few days, and the show of samples here to day was good. The attendants were being equal to the demand for all descriptions was heavy, at a reduction in prices of full price, but the amount of business passing in it was very small. Bonded wheats, though the importers demanded higher rates, were a mere drug. The supplies of barley being considerably on the increase the trade ruled heavy, at drooping prices. The same observations may be applied to malt. We had a fair show of oat samples. The best parcels sold at full price, but other kinds were 6d cheaper. Beans and peas were dull and the terms lower. Flour.

ARRIVALS.—English: wheat, 719d; barley, 608d; oats, 4900 quarters. Irish: wheat, 7d; barley, 7d; oats, 10,090 quarters. Foreign: wheat, 88d; barley, 7d; oats, 5600 quarters. Flour. 7700 sacks; 650,000 lbs. Kent: red, 58s to 66s; ditto, white, 60s to 72s; Norfolk and Suffolk: red, 64s to 68s; ditto, white, 58s to 68s; rye, 32s to 34s; grinding barley, 28s to 30s; distilling: 28s to 31s; malting ditto, 33s to 34s; Lincolnshire feed oats, 6s to 12s; Kingston and Ware, 5s to 58s; Chevalier fls to 62s; Yorkshire and Lincolnshire feed oats, 25s to 26s; potatoe ditto, 31s to 33s; Youghal and Cork, 25s to 26s; ditto, white, 29s to 41s; 4s to 47s; Stockton, and Yorkshire 43s to 45s per 250 lbs. Foreign.—Fine wheat, 5d to 7ds; Danzig, red, 52s to 65s; white, 60s to 70s. In Bond.—Barley, 7d; oats, brew, 17s to 18s; ditto, bread, 16s to 17s; beans, 7d to 8s per quarter. Flax, American, 28s to 29s. Baltic 27s to 29s per barrel.

Seed Market.—A steady business has been doing in canary and linseed, as well as cakes, at full prices. In other seeds, very little is doing. Linseed, English, seed, 5d to 58s; Matte, crushing, 7d to 8s; Mediterranean and Oiseau, 7d to 8s; Hempseed, 35s to 38s per quarter. Coriander, 12s to 18s, per cwt. Brown Mustard seed, 10s to 15s; white ditto, 12s to 18s. Tares, 0s to 0s 4d, per bushel. English Rapeseed, 6s to 7s, per last of 10 quarters. Linseed cakes, English, 12s 2d to 13s; ditto foreign, 4s to 23s 1s per 1000. Rapeseed cakes, 4s to 23s 1s, per ton. Canary, 5s to 58s. English Clover seed, red, 4s to 50s; extra, 52s to 55s; white, 60s to 62s; extra up to 68s. Foreign, red, 40s to 48s; extra, 50s; white, 60s to 62s; extra, 75s per cwt.

Bread.—The prices of wheat bread in the Metropolis are from 9d to 9d; of household ditto, 6d to 7d per lb loaf.

Imperial Weekly Averages.—Wheat, 50s 1d; barley, 34s 3d; oats, 26s 2d; rye, 33s 2d; beans, 45s 3d; peas, 48s 1d.

Six Weeks' Average.—Wheat, 57s 5d; barley, 31s 1d; oats, 23s 1d; rye, 33s 10d; beans, 43s 11d; peas, 42s 9d.

Duties on Foreign Corn.—Wheat, 15s; barley, 7s; oats, 5s; rye, 9s 6d; beans, 1s; peas, 1s, 0d.

Tees.—A public sale of 1500 packages of Assam has passed off quietly, at full prices. In the private contract market very little business is doing, at about previous quotations. About 650,000 lbs have been received.

Sugar.—All kinds of West India, Mauritius, and Bengal sugars have commanded a steady sale, at an advance of 1s to 2s per cwt. In foreign sugars, little doing; but brown lumps have advanced to 6s 6d to 6s 6d; and standard ditto, 6s to 6s 6d per cwt.

Coffee.—There is rather more doing in this market, and the quotations have an upward tendency. Good ordinary Ceylon is now 46s 6d to 47s 6d per cwt.

Provisions.—The best parcels of Irish butter, cheese, and bacon, steady inquiry, at rather more money; but other kinds hang on the market, butter sells freely, at 5s per firkin for Dorset, and 1s per dozen for fresh. The best qualities of Dutch meat move off at 10s to 10s 6d per cwt. Bacon is in request, at 1s per ewt more money. Prime sizeable meat is held at 5s to 5s 6d; inferior, 4s to 4s 6d; 1s per ewt, 5s per cwt. The best hams are in good request. In other sorts we have no news to report. Barreled provisions without change in value.

Hay and Straw.—Meadow hay, 4s 10s to 4s 15s; new clover, 20s 0s to 20s 0s; oat straw, 1s 16s to 1s 18s; wheat straw, 1s 19s to 1s 22s per load.

Hops (Friday).—The best parcels of hops, both old and new, continue in good request, at very full prices. In other kinds, only a moderate business is doing. A few new bags have appeared on sale. Picking is now over and the duty remains at £160 per ton. New Hops, Sussex pockets, 2s 10d to 27s 5d; Weald of Kent ditto, 2s 10d to 27s 10d; Mid-Kent ditto, 2s 7d to 29s 9d per cwt. Yearlings: Sussex pockets, 2s 10d to 28s 10d; Wealds, 2s 10d to 27s 7d; Mid-Kents, 2s 15s to 27s 10d per cwt.

Clothes (Friday).—Charlotte, 15s 6d; New Tanfield, 15s; Gosforth, 16s 3d; Hilda, 16s; Hotspur, 16s; Kilburn, 15s 6d; New March, 15s 9d; Braddyl's Hetton, 17s 9d; and Lamb-super, 17s 9d per ton.

Sheep (Friday).—Although the supply of beasts here, this morning, was not to say large, the beef trade was in a very sluggish state, and previous quotations were barely maintained. About 150 foreign beasts were on sale in excellent condition. The numbers of sheep were small, viz., 32s 6d head, while the demand for them was somewhat active, at prices equal to those paid on Monday. Prime small calves sold freely; other kinds of veal slowly, yet prices were well supported. Milk cows sold at from 21s to 21s 9d each, including their small calf.

Per Sib., to sink the offals.—Coarse and inferior beasts, 2s 10d to 2s 12d; second quality ditto, 2s 2d to 3d 2d; prime large ditto, 3s 4d to 3s 8d; prime Scotch, 3s 10d to 4s 4d; coarse and inferior sheep, 3s 4d to 3s 8d; second quality ditto, 4s 6d to 4s 10d; prime coarse-wooled ditto, 4s 6d to 4s 10d; prime small ditto, 4s 8d to 5d 6d; large coarse calves, 3s 10d to 4s 6d; sucking calves, 1s 10d to 2s 10d; and quarter old store pigs, 1s 6d to 2s 10d each. Beasts, 70s; cows, 12s; sheep, 32s; calves, 1s 2d; pigs, 31s.

Neat and Leadenhall (Friday).—The general demand was in a very sluggish state on the following terms:—

Per Sib., by the carcass:—Inferior beef, 2s 4d to 2s 6d; middling ditto, 2s 8d to 2s 10d; prime large ditto, 3s 0d to 3s 2d; prime small ditto, 3s 4d to 3s 6d; large pork, 3s 10d to 4s 6d; inferior mutton, 3s 4d to 3s 9d; middling ditto, 3s 10d to 4s 2d; prime ditto, 4s 4d to 4s 6d; veal, 3s 10d to 4s 10d; small pork, 4s 8d to 5s 4d.

ROB. HERBERT.

MONETARY TRANSACTIONS OF THE WEEK.

(From our City Correspondent.)

The tendency of the English Market during the week has been down-wards, although occasionally a rally has occurred, but its duration has been very brief. From the general impression that has existed in all monied circles that the Bank of England must in its own defence still further increase the rate of interest, the little speculation that has occurred was of course in favour of the fall. Consequently, on Thursday afternoon, the announcement that the future rate of discount until further notice would be 3 per cent., only depressed the Market for a short time, and it ultimately closed at a slight improvement. The variations that have occurred since Monday show a fall in Consols of nearly 1 per cent. At the beginning of the week the closing price was 96s to 97s for Money, and on Tuesday 96s to 97s. This on Wednesday fell to 96s, and afterwards to 95s, rallying at the close of business to 95s. On Thursday, from the opening, the price was depressed, and, at one period, 95s was, for a short time, quoted, improving, afterwards, to 95s to 96s, which was the closing quotation both for money and account. Exchequer Bills have fallen from 36 to 37—Monday's quotation—to 29. 27. Bank Stock has fluctuated between 200 and 203½, at which price it closed. Three-and-a-Quarter per Cents. have suffered disproportionately, closing 97s. Reduced is 94s, and Annuities for terms of years, 10 9-16.

The amount of business in the Foreign House is less than ever. Bargains have been done in Brazilian at 82, in Chilian at 53. Columbian have fluctuated between 16s and 16s. Mexican was quoted at 32 to 33 on Monday, and closes at 31s. Portuguese converted has receded from 58s to 56. Spanish Five per Cents. have fluctuated between 27s and 27s 6d, closing at the latter price. The Three per Cents. are nominally 3s. Belgian is 96 ex. div., and Dutch Two-and-a-Half per Cents. 59½; Four per Cents. 92.

The business in the Share Market, during the week, has been principally confined to the settlements in the Scrip of the new lines. A general feeling of distrust has been growing lately, arising from the late failures. In the case of Mr. Staller it was so perfectly unlooked for, that the Market was, perhaps, never so taken by surprise. Under these circumstances nearly all the transactions have been for money bargains. This contributes, of course, to render business very dull; and the general tone of the Market has been declining, in anticipation of the increase on the rate of interest by the Directors of the Bank of England. To point out the lines most depreciated is an unnecessary task, so nearly alike have all suffered. A general feeling, however, exists that such a gigantic undertaking as the London and York line will be arrested by the difficulty of procuring money, even on the event of the bill passing the Lords. At the close of the week the Market was heavy generally, with the exception of some of the old lines. The closing prices of the Shares last dealt in are as follows:—Aberdeen, 8s; Bristol and Exeter, 87; Ditto, New, 9s; Caledonian, 10s; Ditto Extension, 3s; Cambridge and Lincoln, 4s; Ditto, New, 3s; Cambridge and Oxford, 1s; Chester and Holyhead, 17s; Coventry, Nuneaton, Birmingham, and Leicester, 2s; Direct Manchester (Remington's), 2s; Eastern Counties, 20s; Ditto New, 7s 1p; East Lincolnshire, 12s; Edinburgh and Perth, 5s; Essex and Suffolk, 1s; Great Southern and Western (Ireland), 20s; Ditto, Extension, 12s; Great Western, 14s; Ditto, Half Shares, 8s; Ditto, Fifths, 3s; Guildford, Fareham, and Portsmouth, 2s; Lancaster and Carlisle, 5s; Leicester and Bedford, 2p; Leicester and Tamworth, 1p; Liverpool and Leeds direct, 2s; Liverpool, Manchester, and Newcastle Junction, 4s; London and Birmingham, 21s; London and Blackwall, 9s; Ditto, New, 3s; London and Croydon, 20s; London, Hounslow, and Western, 1s; London and S. Western, 7s; London and York, 4s; London, Warwick, and Kidderminster, 2s; Londonderry and Coleraine, 7s; Lynn and Dereham, 6s; Manchester and Leeds, 14s; Manchester and Birmingham, 7s; Manchester and Southampton, 3s; Midland, 14s; Midland, Birmingham, and Derby, 10s; Newcastle and Darlington Junction, 5s; Newcastle and Berwick, 14s; Newark, Sheffield, and Boston, 2s; North British, 21s; Northampton, Banbury, and Cirencester, 3s; Nottingham and Boston, 3s; Oxford and Worcester, 7s; Scottish Central, 10s; Scottish Midland, 4s; South Midland, 4s p.; South Eastern and Dover, 3s; Staines and Richmond, 2s; South Wales, 4s; Tean and Dove Valley, 1s; Trent Valley, 16s; Welsh Midland, 2s; York and Carlisle, 3s; York and North Midland, 10s; Boulogne and Amiens, 9s; Bordeaux, Toulouse, and Cete (Mackenzie's), 12s; Dutch Rhenish, 7s; East Indian, 2s; Great North of France (Lafitte's), 6s; Ditto, Ditto (Rosam's), 3s; Namur and Liege, 4s; Orleans and Vierzor, 4s; Orleans, 3s; Paris and Strasbourg (Ganneron's), 2s.

SATURDAY MORNING.—Consols were done yesterday as low as 95s, but closed at the improved quotation of 95s for Money and 95s for Time. Bank Stock has fallen to 202. Exchequer Bills are 21s. to 24s. pm. Shares are generally lower.

MARRIAGES.

At St. Pancras, Alfred Sola, Esq., to Anna Amelia Barton Warde, only child of the late Lieutenant-Colonel A. Warde.—At Howe Church, Brighton, Frederick Kent, Esq., to Matilda, daughter of the Rev. Dr. Cotter.—At St. George's, Hanover-square, Michael Collin, Esq., to Elizabeth, daughter of the late Benjamin Wright, Esq.—At Gibraltar, H. Drummond Hay, Esq., to Anne, second daughter of M. Carstenens.—On the 1st inst., William Sidney Oates, Esq., to Charlotte Florentine, youngest daughter of John Galliers, Esq.—At St. George's, Hanover-square, John Jones, Esq., to Captain, King's Royal Rifle Corps, Sarah, third daughter of William Greaves, Esq., M.A.—At St. George's, Bloomsbury, the Rev. F. H. Buckerfield, Esq., to Eliza, daughter of the late George Kilgour, Esq.—On Tuesday, November 4th, at St. Sepulchre's, Northampton, the Rev. W. Butler, M.A.—Henry Thomas Cornelius, of the Royal Victoria Dispensary, Northampton, to Kate, only daughter of Mrs. Charles Norris, of Leicester-terrace, in the same town.

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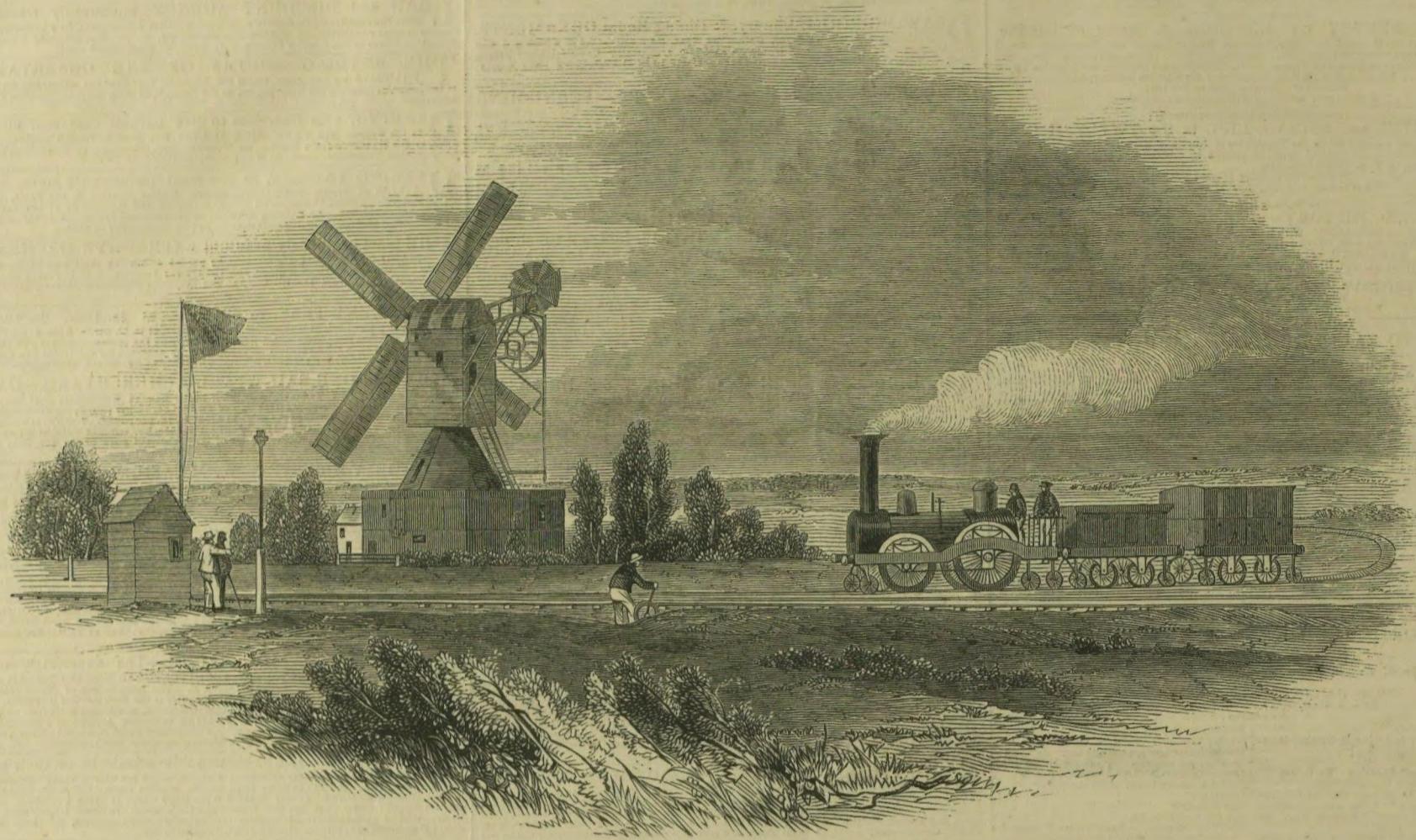
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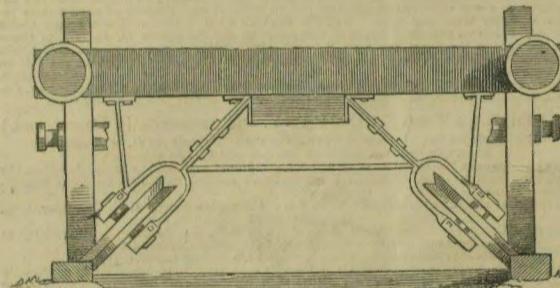
As the Railway System progresses, the attention of men of science has naturally been directed to the great object of reducing its expense; for costly it must be considered, with all its advantages, immediate and prospective. This result is claimed to be effected by a System of Tram-ways composed entirely of Wood, which the inventor, Mr. William Prosser, maintains to be "equally expeditious, and more safe, more durable, and considerably more economical than the iron railway." The main feature of the invention is, however, a system of Guide wheels, which have been patented by Mr. Prosser, and which may be applied either to iron or wooden rails. The proprietors of the patent have completed a line of Railway on this principle, on Wimbledon Common, whence our Illustrations have been sketched. The details of the invention are briefly as follow:—

The rails, or rather trams, of seven to eight inches scantling, are indurated and protected against fire, rot, and insects, by the injection, by successive exhaustion and pressure, of two solutions, mineral and alkaline. These trams are laid down on the principle of the double way of the ancient tram-roads, which is also the modern principle of the Great Western Railway; that is to say, they are let into wooden transverse sleepers and secured thereon by wedges, forming one great frame of longitudinal and cross sleepers, on the levelled surface of the ground. The tires of the wheels are perfectly flat, and before and behind each carriage two Guide Wheels (*the Prosser Guide Wheels*) are fixed, at an angle of forty-five degrees, revolving upon independent axles; a deep groove in their circumference embraces the upper and inner edge of the trams, and the friction being thus thrown upon the oblique axle, the carriages are guided with perfect safety, and without any perceptible abrasion of the rails. The friction and oscillation, and general wear and tear involved in the use of the conical tire and the flange, are thus obviated, and the friction of attrition is converted into a friction of rotation. All the wheels, moreover, are on separate axles, so that, in a curve, the inner and outer wheels adapt themselves necessarily to each sinuosity: on the present system of common axles, the outer wheel revolves, while the inner one is dragged along upon a curve. Upon a level, experiment has proved that one-fourth less power is required to move an equal weight upon a railway of this construction, than upon the flanged-wheel carriage of an iron rail; at the same time, the bite of the wood affords a greater power of ascending gradients, and the bevel wheels give the facility of traversing the sharpest curves. A machine of seven tons can thus mount and descend gradients of less than one in twenty, and traverse curves of five hundred feet radius at the rate of twenty-five miles an hour. On the one hand, the durability is attested by the fact that wood, properly prepared, has recovered the deflexion occasioned by the pressure of one hundred and forty tons upon a segment of an iron wheel three inches in the tire; and that an experimental traffic equivalent to seven years of an ordinary line, did not obliterate the saw-marks upon the wooden trams, which, on the contrary, actually polished the bevelled surface of the guide wheels. While the guide wheel is equally applicable to the ordinary iron railway, a peculiar advantage, besides that of primary economy, in the use of the prepared longitudinal beams, is to be found in the action of the deliquescent salts which enter into their preservative composition, and which effectually prevent slippage from frost, and from the opposite extreme of intense summer heat.

The comparative cost of the superstructure of wooden and iron railways is stated to be as follows, per mile:—Wooden Rail, £1,746 8s. 0d.; Iron Rail, £3556 0s. 0d. It is also stated that there will be, at least, one-fourth less cutting, and continuous saving in wear and tear of machinery, carriages, &c., which may be two-thirds less in weight, with equally tractive power. On the present system, a saving in the expense of embankments necessarily involves an additional cost of working. "A better illustration of this," says Mr. W. Bridges, in a letter to the Irish Railway Committee of the House of Commons, "cannot be found than in the comparison of the two surveys of Sir John Macneil, in his valuable Report on the North Irish Line (Report, Appendix, No. 4). There are scarcely any gradients or curves in the Irish Railway Report, which need be avoided by the Guide Wheel System of Wooden Railways."

By the Guide Wheel system, it is maintained that tunnels, deep cuttings, embankments, and bridges, will, in most cases, be entirely obviated; seeing that gradients of 1 in 20, and curves of 500 feet radius, may be readily surmounted at a speed of 25 or 30 miles per hour: the purchase of land is reduced in amount; the material is greatly cheaper than iron; and as the rails are laid down on the existing face of the country, no disfigurement of the ground is ne-

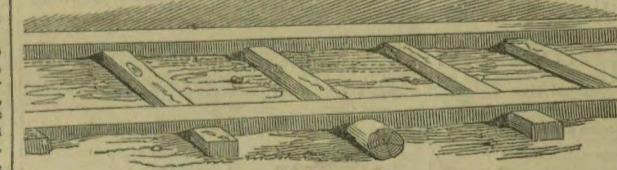
cessary upon private estates, whilst the crossings from one part of an estate to another may be maintained in every direction. It is to be noted particularly that the system involves no central rail, or indeed any complexity to preclude its adoption on existing Iron Railways.



GUIDE WHEELS.—FRONT VIEW.

Safety is insured by the use of the Guide Wheels, which, being adapted to the upper and inner edge of the rail, and attached at an angle of forty-five degrees, preclude the possibility of an overturn; while, by their peculiar construction, scarcely coming into play except when a great centrifugal influence arises, there is no calculable amount of abrasive action on the tram, as by the use of the conical tyre on the iron lines.

Among the more important experimental results are these:—A very important function performed by the bevel wheels is, that in case of an accident occurring to the running wheels, they would act as supporters to the carriage, and carry it on in safety. The truth of this assertion was clearly demonstrated by experiments made in the presence of a number of scientific gentlemen, on a trial line at Vauxhall. When the fore-wheels of the steam carriage were removed, it ran without them at full speed, throwing the whole weight of the front portion of the carriage and its passengers on the bevel or guide wheels. The length of the experimental line laid down near Vauxhall-bridge was 174 yards, with gradients of 1 in 95, 1 in 22, and 1 in 9, and a curve of 720 feet radius. The



PORTION OF TRAM.

speed attainable on so short a line was of course limited, but the power given to the engineer by the bite of the wheel on the wood, (for this line was laid with wooden rails,) enabled him to drive it at the rate of 24 miles an hour, and to stop the carriage in a distance of 24 yards. In the presence of several engineers, the carriage laden with passengers ascended an incline of 1 in 9, the rails being in a very bad state at the time from wet. The curve was near the centre of the line, where the carriage necessarily passed over it when going at its greatest speed, thus testing the safety of the bevel wheels. A curve of 600 feet radius may be

traversed with safety at a speed of 25 to 30 miles per hour by means of the bevel-wheels; and a model of a locomotive engine and train, constructed to a scale of 1½ inch to the foot, travelled round a curve of 9 feet radius, at a speed equally to 40 miles per hour, and traversed over upwards of 50,000 miles without the slightest accident.

The result of a series of experiments, made to ascertain the proportionate power of the bite of wood over iron, has fully borne out the assertion of the Patentee, that the bite of the driving wheel on wood is nearly double that on iron.

The line at Wimbledon Common, shown in the large Illustration, has been completed expressly to show the advantages which the Guide Wheels possess over the iron rails; the Proprietors have all the difficulties they profess to overcome, viz., various gradients, say 1 in 50, 1 in 75, and 1 in 100, a circle, the radius of which is ten chains: they are running a train of carriages upon this line, with the view of practically testing the durability and efficacy of wooden lines compared with iron, also proving that carriages fitted with their Guide Wheels can travel on either iron or wood with equal effect.

One of the economical advantages is that the proprietors of main trunk lines of iron may, by this system, construct their branches with wood, where the traffic will not admit of the expense of iron rails.

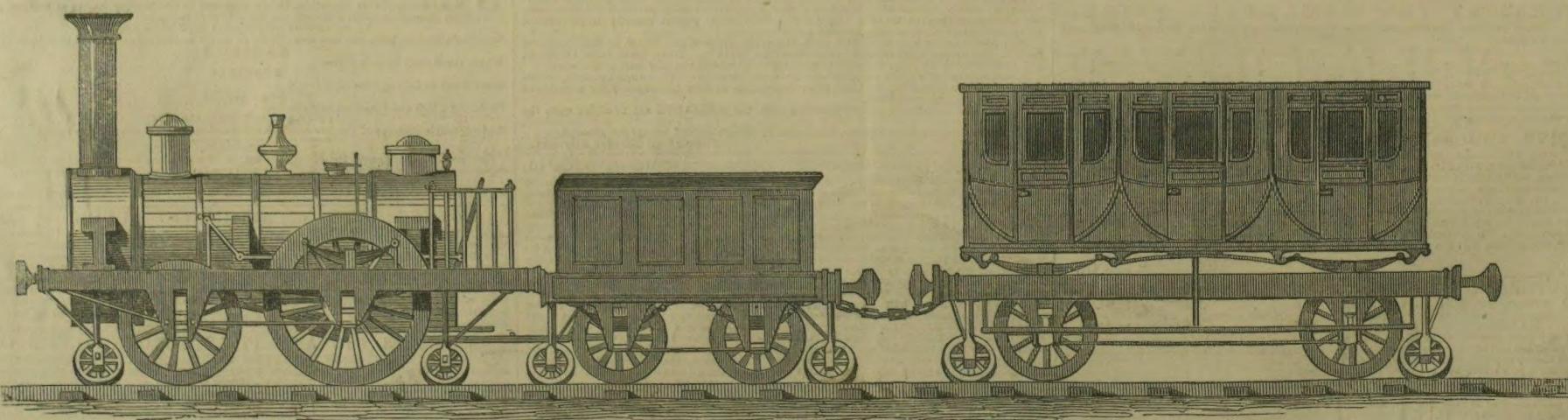
With regard to the durability of the wooden rails, or trams, we have the testimony of Mr. Burstell, the eminent Civil Engineer, that, in a piece of beech laid down at Union-wharf, Millbank-street, August 18, 1843, and taken up May 6, 1845, the wear averaged but three-eighths of an inch; although it was laid in the angle of a curb, so that every wheel had a grinding as well as a rolling motion over it; and the daily traffic averaged 120 tons of goods, exclusive of empty wagons and carts not weighed.

Such are the main statistics of the plan, which is, certainly, sufficiently attractive to warrant us in submitting them to the reader, as a portion of our Series of Constructive Illustrations of the great Railway System.

RISE AND PROGRESS OF RAILROADS.—The first railroad was made at Newcastle-on-Tyne in the year 1868, and was used for conveying coal. This railroad was made by laying down large flat stones for the wheels of the waggons to pass along—a mere tram. This railroad was in use perhaps half a century, when wooden sleepers and wooden rails were introduced. Iron rails were first used at the Colebrook Dale works in 1767. About fifteen years afterwards, a railroad with iron rails was made at Sheffield. The Wandsworth and Croydon Railroad, made about forty years ago, was the first which was sanctioned by Parliament. Darlington Railroad, formed in 1821, was the first which adopted the steam-engine; till then, horses were used upon all railroads. About this time cast-iron rails were exchanged for wrought-iron, being lighter and less liable to break. Passengers were first conveyed by railroad transit upon the Liverpool and Manchester line in 1826.

TRENT VALLEY RAILWAY.—The works of the Trent Valley Railway will be commenced on Tuesday next, Nov. 11, at Tamworth, with the usual ceremonies. The first sod will be turned on this occasion by the Right Hon. Sir R. Peel, Bart., M.P.

RAILWAYS IN FARRINGDON-STREET.—At a Court of Common Council, held on Monday, the Report of the Committee appointed to examine the allegations in the petition of the directors of the Direct London and Manchester Railway Company for leave to purchase Farringdon-market for a great central terminus, and also to examine the allegations on the petition of the Birmingham Railway Company for leave to purchase the north side of the site of the late Fleet Prison, with other premises, for the purpose of a city terminus, was brought up. The Committee stated that they had heard explanations in support of both propositions, and after considering the statements of the respective parties, the Committee were of opinion, "that it is desirable both for the prosperity and advantage of the citizens of London, to have railway termini within this city, that the sites proposed to be purchased by both companies are desirable, as they interfere but in a small degree with the public streets within the city, and that the plans will afford great accommodation to the traffic passing east and west." A long discussion ensued, and amendments were moved, but ultimately the Report was agreed to.



ENGINE, TENDER, AND CARRIAGE.—SIDE VIEW.